The Hong Kong Daily Press.

No. 5544 號四十四百五千五第 日八念月七年亥乙緒光 HONGKONG, SATURDAY, 28TH AUGUST, 1875. 六年禮 號八十二月八英 港香 [PRICE $2½ PER MONTH.

Arrivals.

August 26, DIOMED, British steamer, 1,214, M. H. F. Jackson, Liverpool 6th July, Port Said 20th, Suez 25th, Penang 16th August, and Singapore 20th, General.—BUTTERFIELD & SWIRE.

August 27, CHINA, German steamer, 642, P. H. Hennings, Canton 26th August, General.—SIEMSSEN & Co.

August 27, PENGUIN, British str., 1,122, W. C. Cowell, Calcutta 5th August, and Saigon 23rd, General.—JARDINE, MATHESON & Co.

August 27, HAILOONG, British str., 277, J. C. Abbott, Tamsui 23rd August, Amoy 25th, and Swatow 26th, General.—D. LAPRAIK & Co.

August 27, FAITH, British bark, 481, Daniel Lloyd, Whampoa 25th August, General.—VOGEL, HAGEDORN & Co.

August 27, PESHAWUR, British str., 2,103, C. A. White, Bombay 9th August, Galle 14th, Penang 19th, and Singapore 22nd, General.—P. & O. S. N. Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, AUGUST 27TH.

Diomed, str., for Shanghai.
Menelaus, str., for Singapore and London.
Crocus, str., for Singapore and London.
China, str., for Shanghai.
Friedrich Hartwig, for Newchwang.
New Granada, for Tientsin.
Krung Thep, for Tientsin.
Matilda, for San Francisco.

Departures.

August 27, CROCUS, str., for Singapore and London.
August 27, COLUMBA, for Melbourne, &c.

Passengers.

ARRIVED.

Per *Diomed*, str., from Liverpool, &c.—Mr. and Mrs. Dave Carson, Messrs. Talbot and Henri, and 260 Chinese.

Per *Hailoong*, str., from Tamsui, &c.:—15 Chinese.

Per *Penguin*, str., from Calcutta, &c.—22 Chinese.

Per *Peshawur*, str., from Bombay, &c.:—*For Hongkong.*

From Southampton.—Mr. Jas. Beale. From Bombay.—Mr. S. Strong, and 18 Chinese deck. From Singapore.—Mr. Barradas and Chinese servant, Ah Phow, and 33 Chinese deck.

For Shanghai.

From Brindisi.—Mr. Tapp. From Penang.—Mr. R. Carnegy.

For Yokohama.

From Southampton.—Madame Rourimoto, Messrs. J. Scott, T. Bellamy, S. Mori, R. Rurobe, G. Yamada, S. Matsuda, and H. Moridera.

TO DEPART.

The following passengers proceed by the P. & O. Co.'s str. *Malwa*, to-day, at noon:—For Singapore.—Mrs. Birthwistle, Messrs. Windsor and S. E. Prior, and 1 Chinese. For Bombay.—Mr. D. Ezekiel. For Southampton. Mr. Jochansen.

Reports.

The P. & O. mail steamship *Peshawur* reports left Bombay on 9th August, Galle on the 14th, Penang on the 19th, and Singapore on the 22nd. Had fine weather throughout.

The British steamship *Diomed* reports left Liverpool on the 6th of July; arrived at Port Said on the 20th, and left Suez on the 25th; arrived at Penang on the 16th August, and left Singapore on the 18th August, and left again on the 20th. Had light winds to Pulo Sapata, then moderate N.E. winds to port, arriving at 11 p.m. on the 23th off Green Island, where anchored for the night.

The British steamship *Hailoong* reports left Tamsui on 23rd August, Amoy on the 25th, and Swatow on the 26th. First and middle parts of the voyage experienced moderate N.E. winds and fine weather; the latter part light S.W. wind, calms, and fine weather. In Tamsui, str. *Formosa*. In Amoy, the German gunboat *Cyclop*. In Swatow, U.S. gunboat *Ashuelot*, the steamers *Carisbrooke*, *Swatow*, and *Koo-chang*.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Aleda	Shields	Jan. 16
Queen of the Seas	Liverpool	Feb. 27
Androklos	Bremerhaven	Mch. 17
Lahencrest	Cardiff	Mch. 29
Pilgrim	Newcastle	April 24
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Bonk	Falmouth	May 3
Solsterk	Shields	May 3
Irene	Hamburg	May 16
Excelsior	Cuxhaven	May 18
Solent	London	May 21
Eugenie	Cardiff	May 29
Caprera	Philadelphia	June 2
John C. Munro	London	June 3
America	Hamburg	June 3
Chusan	London	June 14
Eastern Monarch	Liverpool	June 17
Beomah	Liverpool	June 17
Mirella	Cardiff	June 20
Carolus Magnus	Liverpool	June 21
Birker	London	June 23
Charger	Cardiff	June 29
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Paraguay (s)	London	July 6
Iris	Hamburg	July 7
Meteor	Cardiff	July 8
Orestes (s)	Liverpool	July 15

Auction Sales To-day.

None.

CHINA NAVIGATION COMPANY, LIMITED.

DAILY COMMUNICATION BETWEEN HONGKONG AND CANTON.

TILL further notice the Company's Steamer "*ICHANG*" will leave HONGKONG EVERY MORNING at 8, and start from CANTON on the return trip at 6 P.M.

BUTTERFIELD & SWIRE, *Agents.*

1209 Hongkong, 23rd August, 1875.

FOR SALE.

A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure. For Particulars, &c., apply to GIBB, LIVINGSTON & Co.

662 Hongkong, 3rd May, 1875.

HARTLEY & Co.,
SHIP-BROKERS, SHIPPING AND COMMISSION AGENTS,
COOKTOWN, QUEENSLAND.
Reference to KWONG YAN ON HONG, 76, WINGLOCK STREET, HONGKONG.

2nd August, 1875. [1m 1187

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

6 1780 Hongkong, 28th October, 1874.

Notices of Firms.

NOTICE.

MR. CHAS. G. BUNKER, JR., has this day been admitted a Partner in our Firm.

THOMPSON & Co.

Pagoda Anchorage, Foochow, June 5th, 1875. [3m 880

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.

JOHN FORSTER & Co.

3m 771 Foochow, 15th May, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1669

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of

MALCAMPO & Co.

JOAQUIM MALCAMPO QUIOGA.

6m 584 Amoy, 12th April, 1875.

NOTICE.

THE Interest and Responsibility of Mr. JAMES WHITTALL in our Firm ceased on the 30th April, 1875.

Mr. WILLIAM PATERSON was admitted a Partner on the 1st May last, and we have authorized Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.

JARDINE, MATHESON & Co.

1291 Hongkong, 20th August, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....100,000 of Dollars.

Court of Directors:—

Chairman—AD. ANDIE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Bellios, Esq. H. Hoppius, Esq.
J. F. Cordes, Esq. A. McIver, Esq.
P. D. Sassoon, Esq.

Chief Manager.

Hongkong—James Greig, Esq., *Manager.*

Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

PATENT SLIP & DOCK COMPANY, AND NOVELTY IRON WORKS, No. 32, PRAYA WEST. MACHINE, BOILER, AND BLACKSMITH SHOPS, IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.

A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.

Boats and Steam Launches built to order.

H. C. BAILIE, *Manager.*

Office, Novelty Iron Works, Praya West, Hongkong, 26th July, 1875. [6m 1148

NOTICE.

THE Undersigned have been appointed Agents for Messrs. BISQUIT, DUBOUCHE & Co., Yarnac-Cognac, for the Sale of their Celebrated SUPERIOR OLD COGNACS, of which they have on hand 500 Cases guaranteed to be over 5 years old.

The total Export of Messrs. BISQUIT, DUBOUCHE & Co.'s mark has amounted in 1874 to the considerable figure of 1762 tons, being third on the list of Exporters from Charente.

Samples to be had of the Undersigned. Fixed Price, $6 per case.

HESSE & Co.

1m 1243 Hongkong, 12th August, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/₀ on the premia.

EDWARD NORTON & Co.,
Agents.

tf 8 Hongkong, January, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—$2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/₀).

GILMAN & Co.,
Agents.

tf 1063 Hongkong, 7th July, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $15,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/₀) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 28th August, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

To be Let.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st of April.

THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of Four ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to

T. ALGAR,
9, Hollywood Road.

tf 392 Hongkong, 10th March, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET.

NO. 1, PEOBLE TERRACE, Elgin Street. Apply to LANE, CRAWFORD & Co.

tf 1249 Hongkong, 13th August, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL. Apply to DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 22nd May, 1875.

TO LET,

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

With Immediate Possession.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.

No. 11, Gage Street, lately in the occupation of Mr. PURANEY.

DWELLING HOUSE, No. 4, Alexandra Terrace. Possession from 1st August.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 14th July, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET.

A FIRST-CLASS GODOWN, situated in Queen's Road.

Apply to GIBB, LIVINGSTON & Co.

997 Hongkong, 28th June, 1875.

TO LET.

HOUSE No. 5, Peel Street, newly painted and in good order, with new Iron Verandahs, containing 7 Rooms.

Apply to H. A. ASGAR & H. ESMAIL, *No. 17, Gage Street.*

tf 998 Hongkong, 28th June, 1875.

TO LET.

NOS. 1 and 2, "BALL'S COURT," Six-roomed Houses. Gas and Water laid on, with Stabling, &c. Rent very moderate.

Apply to E. R. BELLIOS.

1m 1265 Hongkong, 17th August, 1875.

NORTHERN ASSURANCE COMPANY, ESTABLISHED 1836.

CAPITAL.....£2,000,000.
ACCUMULATED FUNDS.....£1,390,000.

THE Undersigned are empowered to grant Policies against Fire, on Buildings, and their Contents, to the extent of £10,000. Rates are the same as those charged by the Local Companies, less a discount of 20 °/₀.

TURNER & Co.,
Agents.

1m 1235 Hongkong, 11th August, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 °/₀) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1 Hongkong, 1st January, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) on Local Risks only.

RUSSELL & Co.
Agents.

tf 1890 Hongkong, 4th June, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/₀) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/₀) only.

WM. PUSTAU & Co.,
Agents.

tf 131 Hongkong, 21st January, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE, 137, LEADENHALL STREET, LONDON. ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

Auctions.

SALE OF HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at *No. 2, Graham Street*, lately occupied by Messrs. E. SCHELLHASS & Co., on

TUESDAY,
the 31st August, 1875, at 2 o'clock P.M.,
The Property of a Gentleman giving up Housekeeping.—

The whole of the HOUSEHOLD FURNITURE, comprising CHAIRS, COUCHES, MIRRORS, CARPETS, SIDEBOARD, Dining TABLE, WHATNOTS, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, Marble-top TABLES and TEA TOYS, BRONZES, WARDROBES, BEDSTEADS, WASHSTANDS, FENDERS and IRONS, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1315 Hongkong, 28th August, 1875.

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on

SATURDAY,
the 18th September, 1875, at Noon,
On the Premises,—

All that PIECE or PARCEL of GROUND, registered in the Land Office as INLAND LOT No. 513, with the FOUR CHINA SHOPS standing thereon, situated at Queen's Road West, Nos. 204, 206, 208, and 210, abutting on the North side thereof on the Queen's Road, and measuring thereon 52¼ feet, on the South side thereof on a close, registered in the Land Office as Inland Lot No. 512, and measuring thereon 52½ feet, on the East side thereof on a close, registered in the Land Office as Inland Lot No. 451, and measuring thereon 52½ feet, and on the West side thereof on a close, registered in the Land Office as Inland Lot No. 289, and measuring thereon 52½ feet, which said Piece or Parcel of Ground contains in the whole 2,753 square feet, and the Crown Rent of which is $42 per annum.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.

For Further Particulars, apply to LANE, CRAWFORD & Co.

1266 Hongkong, 17th August, 1875.

THE HONGKONG DERBY.

SWEEPSTAKES of $20 each, half forfeit if declared on or before day of closing Entries, with $100 added, for 1st Pony, and $50 for 2nd. For all China Ponies *bona fide* Griffins at date of entry. First Pony, 70 per cent.; Second, 20 per cent. Third, 10 per cent. Weight 10st. 7lbs. One mile and-a-half.

H. ST. L. MAGNIAC,
Clerk of the Course.

2m 1268 Hongkong, 17th August, 1875.

NOTICE OF REMOVAL.

THE Undersigned begs to notify that he has TAKEN THE PREMISES lately occupied by Messrs. LANE, CRAWFORD & Co. as AUCTION ROOMS, and that he will, on the 1st of September, open the same as a FURNITURE WAREHOUSE.

D. MARKS.

1m 1264 Hongkong, 17th August, 1875.

NOTICE.

LESSEES of Lots on British Settlement of Shameen, Canton, are hereby requested to pay the amounts due on their several lots as Annual Ground Rent into H. M. Consulate on or before the 4th September, 1875.

All Lots on which Ground Rent has not been paid on the 4th September next will be liable to be re-entered upon by H. M.'s Government.

By Order,
CHRISTOPHER THOS. GARDNER,
H. M. Acting Vice-Consul.

H.M. Consulate,
Canton, 4th August, 1875. [291 1214

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY).
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 12 °/₀ per annum, or $4.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 23rd instant. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary pro. tem.

1129 Hongkong, 20th July, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.

(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(" 13, Sept., 1873, " XIII.)

Les Fermiers de l'Opium et des Alcools,
BANHAP & CIE.

Vu le Président du Conseil d'Admon.,
A. SPOONER.

6m 106 Saigon, January, 1875.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/₀) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000 on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

Intimations.

THOMPSON AND HIND INVITE INSPECTION OF THEIR NEW GOODS, ex S. S. *GLENGYLE*:

Ladies' and Children's BOOTS and SHOES.
Ladies' BLACK VELVET SHOES.
PIQUE COSTUMES, CORSETS.
Ladies' STRIPED COTTON and THREAD HOSE.
Boys' and Girls' SAILOR and YACHTING HATS.
New STRIPED and CHECK GRENADINES for DRESSES.
PLAIN WHITE BATISTES and WHITE STRIPED DITTO.
New STRIPED and SPOT FRENCH PERCALES.
Pieces of HAIR, for Wearing in Present Style.
JET CROSSES, BRACELETS, NECKLETS, and HAIR PINS.
Ladies' and Children's UNDERCLOTHING.
Gentlemen's FELT HATS, SHIRTS, COLLARS, SCARFS, CRAVATS, TIES, and UNDERCLOTHING.
The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.

33, *QUEEN'S ROAD,*
HONGKONG.

666 Hongkong, 12th July, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.

N.B.—Price Lists and Samples on application.

935 Hongkong, 16th June, 1875.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 °/₀) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

3m 1181 Hongkong, 1st August, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 °/₀) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

3m 1021 Hongkong, 1st July, 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchai.

T. G. LINSTEAD.

1909 Hongkong, 16th November, 1874.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00

Apply at the *Daily Press* Office.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, Agents for the above Company, are prepared to issue Policies by the O. S. S. Co.'s, P. & O. Co.'s, and M. M. Co.'s Steamers at the following Rates, less 15 °/₀ discount:—

	All Risks.	Free of Particular Average.
Hongkong to London, Tea	1¾ °/₀	1¼ °/₀
Do. Do. Silk	1¼ °/₀	1½ °/₀

Other First-class Steamers at Current Rates.

BUTTERFIELD & SWIRE, *Agents.*

1m 1184 Hongkong, 1st August, 1875.

ROYAL EXCHANGE ASSURANCE CORPORATION.

THE Undersigned, Agents of the above Corporation, are prepared to grant Policies against Fire at Current Rates, less 20 °/₀ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 1185 Hongkong, 1st August, 1875.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents of the above Company, are prepared to grant Policies against Fire at Current Rates, less 20 °/₀ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 1186 Hongkong, 1st August, 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 1944 Hongkong, 18th June, 1875.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/₀ allowed.

HOLLIDAY, WISE & Co.,
Agents.

48 Hongkong, 8th January, 1875.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [tf 888

Intimations.

NOTICE.

LOW LEONG KENG, late of Singapore, but formerly of Chee Hung in the district of Ku Yee Cheung in China, *deceased*. WHEREAS the said Low Leong Keng, by his last Will and Testament, gave and bequeathed his residuary Estate and Effects unto his present son, Low Quee Sew, and any other son or other sons he might have living at his death, whether by his second or any other wife or wives, and whether such sons should be illegitimate according to English Law or custom or not, and by the same Will certain legacies were given to each of the daughters of the said deceased, NOTICE IS HEREBY GIVEN, Pursuant to a decree of the Supreme Court of the Straits Settlements (Division of Singapore) made in the cause of Low Quee Sew, an infant Plaintiff, versus Low Soon Wan Neo, Executrix of the last Will and Testament of the said Low Leong Keng, deceased, Defendant, the Persons claiming to be sons or daughters of the said Low Leong Keng living at the time of his death, on the 18th day of February, 1872, or to be the legal personal representatives of such of the said sons and daughters as, having survived the said deceased, and attained the age of 21 years, are now dead, on or before the 1st day of November, 1875, to come in and prove their Claims before the Registrar of the Supreme Court of the Straits Settlements (Division of Singapore), or, in default thereof they will be peremptorily excluded from the benefit of the said decree.

Dated this 12th day of August, 1875.

C. E. VELGE,
Registrar.

AITKEN, DONALDSON & BURKINSHAW, *Attorneys of the above-named Plaintiff.*

1320]

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE is hereby given, that the Eleventh Ordinary Half-Yearly MEETING of the Shareholders will be held at the Company's Offices, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 2.30 P.M., to receive the Report of the Directors, together with a Statement of Accounts to the 30th June last.

The Transfer Books will be CLOSED from the 18th September to the 1st October, both days inclusive.

By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.

Shanghai, 7th August, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

IN accordance with *Requisition signed by 56 Shareholders*, Notice is hereby given, that an EXTRAORDINARY MEETING of the Shareholders in the above Company will be held at the Head Office, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 3 P.M., to consider the following proposals:—

1.—To annul clause No. 7 of the Deed of Settlement.

2.—To pass a resolution for the immediate winding up of the business and affairs of the Company and for the distribution of its assets.

The DIRECTORS on the other hand recommend that no change be made in clause No. 7 of the Deed of Settlement, but that with a view of equalising future Dividends, the following addition be made to clause No. 93, viz.:—

"Provided that in the event of a sufficient amount of profits for the payment there-out of a dividend at the rate of Six per centum not having been earned during any year, the Court may with the consent of the Shareholders assembled at a General or Extraordinary Meeting, take from the Reserve Fund hereinafter mentioned such an amount as, with the profits, if any, available, shall be sufficient to pay a dividend at a rate of not more than Six per centum in respect of such year, and may pay a dividend accordingly."

By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.

1244 Shanghai, 7th August, 1875.

NOTICE.

In the Goods of GEORGE H. BRADY, *Deceased.*

ALL Persons having CLAIMS against the above Estate are requested to send in to the Undersigned Particulars of such Claims on or before the Fifteenth day of September next, after which date no further proofs will be received; and all Persons indebted to the said Estate are required to pay to the Undersigned the amount of their several debts without further delay.

Dated the 18th day of August, 1875.

CALDWELL & BREBETON,
Solicitors for the Executor,
29, *Queen's Road,*
Victoria.

1278]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND WARRANTS for the DIVIDEND to 30th June, 1875, at rate of $10 per share, can be obtained at the Secretary's Office on and after WEDNESDAY, the 25th August, 1875.

By Order,
R. DUNCAN,
Secretary.

Club Chambers,
Hongkong, 21st August, 1875. [1m 1297

DENTAL NOTICE.

DR. ROGERS will visit the East Coast, Swatow, Amoy, and Foochow, leaving Hongkong on the 1st of September, and returning early in November.

1d 1241 Hongkong, 11th August, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.

Apply to S. E. BURROWS & SONS.

653 Hongkong, 1st May, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.

Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.

KYLE & BAIN,
Proprietors.

510 Hongkong, 20th May, 1875.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND,
Principal Agent

Per "Donnai," 2nd July, 1874.

FD, 1/35. 83 cases Beer.

Per "Anadyr," 6th May.

LR..... 5 bars Iron.

Per "Mekong," 9th August.

C, Q in diamond, H, ... 1 case Medicine.

Hongkong, 14th August, 1875.

Intimations.

DEKKHO!! BURRAH KHUBHA!!!

DAVE CARSON,
THE CELEBRATED ANGLO-INDIAN COMEDIAN,
WITH
THE WONDERFUL BOX, CABINET,
And
HANDCUFF ILLUSIONS,
AND
AN EFFICIENT COMPANY HAS ARRIVED.

1256 Hongkong, 28th August, 1875.

FOR SHANGHAI.

THE Steamship "CHINA," P. H. Hennings, Master, will be despatched for the above Port TO-DAY, the 29th instant, at Noon.

For Freight or Passage, apply to SIEMSSEN & Co.

1317 Hongkong, 27th August, 1875.

FOR AMOY AND TAMSUI.

THE Steamship "HAI-LOONG," Captain Abbott, will be despatched for the above Ports on MONDAY, the 30th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

3d 1319 Hongkong, 28th August, 1875.

NOTICE.

LE CONSUL de FRANCE à Hongkong a l'honneur de faire connaître

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is

NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875 has been further augmented by a

CHROMO-LITHOGRAPH

OF A

PLAN OF VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for the Work.)

MATS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND OF

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—

HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

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Amoy..... „ WILSON, NICHOLLS & Co.
Formosa..... „ WILSON, NICHOLLS & Co
Foochow..... „ HEDGE & Co.
Ningpo..... „ KELLY & Co., Shanghai.
Shanghai..... „ HALL & HOLTZ.
„ ..... „ KELLY & Co.
Hankow and River Ports..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING Co.
Hiogo, Osaka....THE C. & J. TRADING Co.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
„ .....Mr. C. D. MOSE, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
„ .....GEO. STREET, 30, Cornhill.
„ .....Messrs. BATES, HENDY & Co.
San Francisco...Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, AUGUST 28TH, 1875.

THE question of dress is cropping up again in Japan. When the people of that country determined to embrace European civilisation, they threw off their national costume with many of their customs, and adopted the stiff and, for them, unsuitable dress of Europe. The wisdom of this proceeding was somewhat doubtful, and this has probably more than once since occurred to them. There was some picturesqueness and distinctiveness in their old costume, and it became them far better than the uncomfortable Western dress, in which, moreover, they do not feel or appear at home. It is not likely, however, they will return to the old fashion; it would seem to them a retrograde movement. But it has landed them, if a Japan paper is correctly informed, in an unlooked-for difficulty. The ostensible reason given by the Coreans for declining to enter upon diplomatic relations with the Japanese Commissioners was the circumstance of their having presented themselves in modern European costume in place of the old Court dress which Envoys from Japan had formerly worn. The ultra-conservative feelings of the Coreans must have been deeply wounded to prompt them to venture on such an arrogant course as to refuse to recognise the Japanese Commissioners unless they resumed their ancient costume. But though their conduct was impolitic and absurd, their taste was unimpeachable. European dress does not suit Asiatics. As a northern contemporary sensibly remarks, our dress is an accident of our civilisation, and not a part of it. The Japanese and Chinese can profitably adopt the good features of the higher civilisation of Europe without putting on its clothes. It is to be hoped the Chinese will stick to their national costume, which becomes them far better than that of the West would do. In a short time, probably, there will be seen Chinese ambassadors and consuls in the capitals of Europe. They will act wisely in maintaining their nationality, and wearing the costume which has become traditional with them. Loose robes are universal among Orientals, and they are both graceful and comfortable. There is no reason why they should change in this respect. Dress does not beget courtesy in a man, but an unaccustomed garb may inspire him with awkward diffidence. The Chinaman dressed in his national costume would be a far more striking and imposing personage at St. James's than if clumsily decked out in a swallow-tail and cocked hat. Even with regard to the retention of the queue, badge of subjection though it be, there is much to be said in its favour. It has for centuries been the distinguishing badge of the Chinaman, and it would be difficult to fancy him shorn of this highly valued appendage. He has, too, an invincible repugnance to allowing his hair to grow, and experiences great discomfort when compelled to go unshaved, as was the case during the days of mourning for the late EMPEROR. It also provides for a cleanliness that might otherwise, amongst the lower classes at all events, be often most deplorably absent, and gives employment to a legion of barbers, who, if the fashion changed, would find their occupation, and with it their means of subsistence, gone. The abolition of the pig-tail appears distant yet, and it may possibly continue fashionable for centuries to come. Let the Chinaman cling to all those externals of a civilisation hallowed by a remote antiquity, which can fittingly be blended with the purer, nobler, and more elevating features which Christianity has been the means of developing in the younger but more progressive civilisation of Europe.

A STRIKING proof of the determination, at all or any cost, of the Chinese Government to keep the grain carrying trade out of the hands of foreigners has just been afforded. The *Shunpao* states that the China Merchants' Steam Navigation Company have recently been chartering foreign steamers to convey tribute rice to Tientsin. The Company receives six mace per shch for its carriage; they have been able to strike a bargain with foreign steamship owners to take it for 14 Mexican cents per shch in two instances, and 20 cents in another. They will thus be able to clear considerably over four mace per shch by this transaction, which enables them, as the *Shunpao* says, to "sit down quietly" and make a handsome profit at the same time. There is this year a large surplus of rice, and the Company's fleet has proved inadequate for its conveyance. Foreign steamship owners have, it seems, before now sent in tenders undertaking to carry it at similar rates; but the Government have uniformly declined to entertain any offer since the China Merchants' Company was established. "That the Government should act so liberally with the Company, allowing it at the same time to patronise foreign steamers is a proof of its desire to support the shipping interests of its own people, and likewise to accord some regard to those from afar," writes the *Shunpao*. No doubt the Peking Government has a natural desire to foster native industry as far as possible, but there is a stronger motive at the back for the unreasonably large subsidy granted to the China Merchants' Company. There was an apparent danger of the carrying trade all lapsing into the hands of foreigners, and the Government feared that in the event of war the supply of rice might be cut off. So far, however, as its seaward transit is concerned, it would in that case run equal risk, for it would be almost as easy for the English fleet to establish a blockade and intercept the Chinese steamers as to capture the old junks. It was reported some time since that the Grand Canal was to be repaired and made fit for navigation again. If the work is fully carried out it will be seen whether the Government, out of consideration for the shipping interests of its people, will continue the present extravagant freightage now paid to the China Merchants' Company, or whether it will return in part to the old and cheap system of transit by junks. The regard for foreign interests attributed by the *Shunpao* to the Chinese Government is simply amusing. It has permitted the Company to charter foreign steamers because their own fleet was not equal to the task; it may continue to allow it if, as the *Shunpao* hints, the native Company's steamers can be otherwise and more profitably employed. But it will be quite regardless of foreign interests, which indeed it is not to be expected Peking would consult. The Government's one great object unquestionably is to render itself independent of foreign resources, and to retain, as much as possible, every branch of trade in Chinese hands, to the end that foreigners may acquire as slender a footing in China as possible.

Mr. Kwok Acheong has commenced to run a steamer on the Macao line in opposition to the Boat Company. The *Yot-sai* left for Macao yesterday.

The *Sarawak Gazette* announces the formation of the Sarawak Steamship Co., who have begun business by buying the *Royalist*, and they have another steamer, the *Rajah Brooke* newly built, on the way out from home.

The *Straits Times* calls the following paragraph from the Batavia *Handelsblad* of the 4th inst.:—"The American ship *Frolic*, from Manila to New York, has struck upon a rock in the Java Sea. Yesterday evening, she anchored near Leiden Island, and was early this morning towed into the roadstead by the steamer *Amsterdam* of the N. I. Dry Dock Company. The said vessel will probably have to be docked before proceeding to her destination."

The *Indier* of the 11th instant states as to the *Nova*, that, at 9 p.m. on the 6th instant, she struck upon Monnikendam reef near Horn Island. When the news reached Batavia, a steamer proceeded to where she was, and brought away the passengers and mail packets. On the 9th instant, the same steamer again proceeded to Monnikendam to bring away the crew of the *Nova*, and to convey there a policeman and four coolies to guard the wreck. The Batavia *Handelsblad* writes as follows:—The steamship *Nova*, that was to bring the latest expected French mail hither, has struck upon Monnikendam island in the darkness of night. Some of her iron plates must have been knocked out; at least she soon became partly full of water. We learn that on the 14th inst., she will be sold by auction as she lies on the island, with whatever cargo is on board her.—*Straits Times.*

We have been favoured with the following extract from a letter dated Yokohama, August 16th, written by a passenger on board the *Gaëlic* to a gentleman in Hongkong:—"On the voyage we encountered one of the severest typhoons ever known. We had a beautiful passage till we got in sight of land on Saturday at noon. A gale then sprang up which increased in violence till Sunday morning, when it was generally believed we were going to have a typhoon. The first part began by eleven o'clock on Sunday night, and the wind was blowing terrifically from the N.E. The sound was something awful—just like the hum of an immense number of voices. I thought really it would sweep everything clean before it. I never slept at all but lay in the companion way, and to my great disgust frequently got pitched off my seat through the incessant rolling of the vessel. On Monday at eleven the "storm wave" (which is a sure sign that we are in the second part of the typhoon) came. I believe it was a grand sight, but I did not see it. About 3,000 gallons of water rose to the height of the foremast, which is 90 feet, and when the crest reached that point it parted and sloped gracefully off on each side of the vessel. If it had broken on the ship the Captain says no one would have survived to tell the story. It was an anxious time, and frequently I thought we must go down. I firmly believe that if we had not had one of the Atlantic iron vessels we should have perished at sea. The fierceness of the storm did not abate till Monday night about twelve, when we shaped a course for Yokohama, for for two days we had done nothing but face the wind which changed from N.E. to S.S.W. Monday was a fearful day, the work of destruction going on the whole of it. Bullocks, poultry, sails &c., were washed overboard, and crockery and glasses were flying about and breaking in all directions. The wheel-house, which was made of iron, was torn up like paper, and the saloon was half-filled with water. The worst disaster happened at seven o'clock. The Chief Officer, named Ritchie, and a sailor were on the whale's back putting a sail to rights that had got loose. As they were doing this a heavy sea came on board and washed them quite away. They were only seen once by the Captain and one of the officers, who pitched life buoys and planks to them, but nothing further could be done as the wind was so fierce and the sea so raging that if a boat had been lowered it could not have lived a moment. It was distressing to see the state the Captain was in after the poor men went overboard. That Monday night I shall never forget."

Latest advices from Tamsui, Formosa, received by the steamer *Haitoong*, state that after two days' heavy rain there were strong freshets in the river, causing the loss of several junks, and flooding the European houses at Twa-tutia. The extent of the damage done is not yet ascertained.

Mr. Dave Carson, the celebrated Anglo-Indian Comedian, with his troupe, arrived here yesterday by the Ocean Steamship Company's steamer *Diomed*. Mr. Carson has given a number of performances at Singapore, and seems to have gained great popularity there. His *répertoire*, judging from the programme in the *Singapore Times*, is varied and interesting. His first entertainment will be given early next week.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

THE INSURRECTION IN TURKEY.

LONDON, 24th August, 1875.

England, France, Italy, Russia, Germany, and Austria collectively have made a further proposal to the Porte, which was telegraphed yesterday. The Porte is concentrating a large force near Nissa, in consequence of the aggressive attitude taken up by Servia. A hundred thousand of Servian Militia have been called out.

POLICE INTELLIGENCE.

27th August.

BEFORE JAMES RUSSELL ESQ.

DRUNK AND DISORDERLY.

Mr. W. Mallen, for being drunk and disorderly at the seamen's Home, was fined 50 cents.

STEALING A JACKET.

Lum Ashcong, a coolie, was charged with stealing a jacket.

The charge was proved and the prisoner was sentenced to four months' hard labour.

STEALING A BANGLE.

Wong Asow, an old woman, was charged by Leung Awoon, a married woman residing in East Street, with stealing a silver bangle from her child's leg yesterday afternoon.

Lai Asun, another married woman, deposed to seeing the prisoner steal the bangle and run away.

The prisoner was sentenced to one month's hard labour.

BREACH OF BUILDING ORDINANCE.

The remanded case in which Mr. Adolf André, of Messrs Melchers & Co., was summoned by Mr. J. M. Price, Surveyor-General for a breach of Building Ordinance 8 of 1856, Sections I. II. and XI., came on again to-day, when after further remarks by Mr. Brereton, who appeared for the defendant, the bench gave the following judgment:—

This is a complaint made by the Surveyor General of Hongkong against Messrs. Melchers & Co., for a breach of the 2nd Section of the Hongkong Building Ordinance No. 8 of 1856. The complaint is that a certain wall is only 14 inches thick, which the Surveyor General says should be 21 inches. Mr. Brereton, attorney, appeared on behalf of Messrs. Melchers & Co. The Ordinance imposes upon the Surveyor General the duty of seeing that certain rules as to the structure of the walls of houses—foundations, floors and roofs &c.,—are carried out; and these rules apply to any alteration, or reconstruction of any building or wall &c.—Sec. I—and anything done in contravention of them is to be deemed a nuisance by Sec. XI. of the Ordinance. Sec. XVII directs the Surveyor General to summon before a magistrate any person who commits a breach of the Ordinance. It is right to mention here that the Surveyor General made every effort to abate what he considers a nuisance before summoning the defendant. The facts of the case are few and undisputed. It appears that Messrs. Melchers & Co. are repairing a house which was lately damaged by fire, and the lower part of which is used as a coach room, and sleeping place for Chinese. From the ground to the floor forming the ceiling of the coach room is 13 feet. The gate of the coach house opens into Pedder's Street. On the side of the house opposite to the street a horizontal platform or stage is in course of construction. It is some 9 feet in breadth and 8 feet from the ground. It is erected on four strong joists built into the external walls—one of the walls is 18 inches and the other is 14 inches. The platform in question is intended for coolies to sleep upon—and it is admitted that if the erection of such a platform makes a story, one of the walls is 3½ inches thinner than required by law. It is admitted that the building is a "house" within the meaning of the Ordinance, but Mr. Brereton argues that the structure is merely a shelf—that it existed almost in the same shape for years—that it is not the base of a story in any sense, as there is no approach to it by a staircase, and that to constitute a story there must be a continuous floor entered upon by a stair or reached by a ladder, and forming "a flat." Mr. Brereton gave from Guilt's Encyclopædia of Architecture the definition of a story as "one of the vertical divisions of a building; a series of apartments on the same level." I find that in the same treatise a mezzanine story is defined to be a story of small height introduced between two higher ones. The platform in question therefore would be properly described as a mezzanine story. And the question which I am asked to decide is whether such a mezzanine story constitutes a "story" within the meaning and intendment of the building Ordinance, and I think it does. Sec. 2, sub-section I, of the Ordinance requires that "the walls of all houses shall be solidly built of bricks or stones throughout, and shall be of the thickness of not less than 9 inches at the upper story, thirteen and a half inches at the story immediately below the upper story, and eighteen inches at the story (if any) immediately below the said two stories." In the interpretation clause—the word story shall extend to and include the full thickness of every floor, and the space between the under surface thereof and the upper surface—and the word "floor" shall extend to and include every horizontal platform forming the base of any story and every joist, board, timber, &c., constituting such platform. Is "the horizontal platform forming the base of the story" to be considered one conterminous with the four walls of the building, and that only as Mr. Brereton contends or such a one as is described in this case? I think it is elastic enough to include both. The obvious intention of the Legislature in enacting this Ordinance was to prevent the construction of buildings of an unstable and therefore of a dangerous nature. The mischief intended to be provided against is overloading—increasing vertical pressure without a corresponding increase in the strength of the supporting materials. Guilt's work defines a story as a vertical division of a building—and the definition in the Ordinance says the same thing in different words: it is that cube of space bounded by floor and floor. The map of a section made by a vertical plane parallel to the rear wall of the house passing through the platform could be taken for nothing else than a section of a three-story building—and if the nature of this structure is such as to increase the vertical pressure on the parts of the walls into which the joists are built, it is clearly an added story quoad those portions between the vertical parallels; and the mere extension or continuation of the structure could not change the nature of the floor, although it would then admittedly constitute the base of a story in the widest sense of the term. It is a canon in the construction of statutes that the mischief and defect provided against are to be inquired into, and it is the duty of the Judges at all times to make such construction as shall suppress the mischief and advance the remedy; putting down all subtle inventions and evasions of a continuance of the mischief *et pro privato commodo*, and adding force and life to the case and remedy according to the true intent of the makers of the act *pro bono publico*. (Barons of Exchequer in Hayden's case—quoted in Dwarris on the Statutes page 694). I am bound therefore to decide that the structure complained of is a nuisance under Section XI.

BEFORE THE HON. C. MAY.

LARCENY.

The remanded case in which a woman named Leung Hui Moi was charged with being concerned in the larceny of clothing and jewellery from a woman named Wong Sai Choy, whilst she was under arrest, on a charge of unlawful possession of her father's gold chain, came on again.

Wong Sai Choy deposed to having been arrested and giving her property to the care of a female friend.

Chun Amui, a married woman, said on the day the woman Wong Sai Choy was arrested the keys were given to her, together with instructions concerning the clothing and jewellery. She went to Wong Sai Choy's room and found it locked, and she called the prisoner and told her she had had the keys given her and all Wong Sai Choy's clothes and jewellery were confided to her care. There was a Chinaman in the prisoner's room, one she had always seen there when on visits to Wong Sai Choy. The prisoner opened the room door and went inside with her. Witness opened the box and saw one gold diamond ring, two plain rings, one ring with jade, two gold earrings, several gold hair pins, and some silver pins and tooth picks. These were all counted out in the presence of the prisoner. She took possession, as instructed, and went home. Two hours after, the prisoner came and said she had better take back the jewellery, as being the landlady she was the proper person to take charge of it. If the woman Wong Sai Choy came out of gaol she could ask her for it. She took the jewellery back and locked it up, but kept possession of the two boxes. The Chinaman mentioned was still in the prisoner's room. The prisoner locked the room and kept the key herself. About 11 o'clock p.m., a woman named Alan, living opposite the prisoner, came and said she was sent by the prisoner to tell her the jewellery had been stolen. She at once went to the Inspector at the Central Station and reported the matter, and he accompanied her to the prisoner's house, where she found the prisoner, who said Ashing, the Chinaman, had run away, and taken Wong Sai Choy's jewellery. She found Wong Sai Choy's box in the cook house, broken open. Some of the clothing she found in a large pan used for burning joss paper. A bunch of keys was also found in the same pan; one of the keys opened the lock of the door. Looking in the box she missed the jewellery and five pieces of clothing. Under the ashes in the joss pan was found the lock and brass clasp of the box broken off. This pan was near the room of Chun Achoy, who was hot in the house that night when the Inspector accompanied her to the prisoner's house.

Chun Achoy said that on the day in question she was out until 9 p.m. On returning she saw the box broken open in the cook house. The prisoner said Ashing, the man who had been living with her, had stolen the things, but she did not say she saw the theft. The prisoner's servant was lying sick at the time on the bed in the passage way when she came home.

The case was remanded until Tuesday next for the production of the prisoner's servant woman.

OBTAINING GOODS UNDER FALSE PRETENCES.

The remanded case in which Low Aming was charged with obtaining a quantity of eggs by false pretences came on again to-day, when, after further evidence, the prisoner was sentenced to two months' hard labour in each case, being four months in all.

MARINE MAGISTRATES' COURT.

(Held at the Police Magistracy.)

27th August.

BEFORE JAMES RUSSELL, ESQ.

THE "FAITH."

Thomas Evans, D. Morgan, W. Johnson, J. Davis, and D. Harris, seaman on board the British bark *Faith*, were charged with refusal of duty.

Daniel Lloyd, master of the vessel, said the first four prisoners shipped in Cardiff in February last, and are all able seamen. The fifth prisoner is an ordinary seaman. He arrived from Whampoa last night, and the vessel is bound to New York. The bark is classed A. 1., 13 years. On the 15th instant, at Whampoa, the whole of the prisoners refused duty. He took them before the Vice-Consul on that day, and on the 17th. They were convicted of continuous refusal of duty and sentenced to three weeks' imprisonment each. He left Whampoa on the evening of the 25th, and the prisoners were sent on board. He asked them if they would turn to. They refused to work and he had to ship other hands to bring the vessel down. He had to get towed down because he could not trust the men. There were only seven effective hands left to work the ship. He had to get six Chinese. The prisoners said at Whampoa they only wanted to get clear of the ship. They behaved very well on the way. The ship was surveyed two years ago. The prisoners had made no complaint about the seaworthiness of the vessel. They complained about the second mate speaking rather sharply to them sometimes. He was very well satisfied with the prisoners and did not want them to leave. The ship is to sail for New York on Friday next. The first and fourth prisoners are in debt to the ship.

The prisoners said they did not get enough to eat and the mate was rough with them.

Remanded until 30th instant.

THE CHINESE INSURANCE COMPANY, LIMITED.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I observe in the columns of your morning contemporary an "amusing" letter anent the working expenses of the Chinese Insurance Company from one who styles himself "Still Another Buyer." He has indeed made a wonderful discovery, and probably imagines that he belongs to that section of the community which he calls "enlightened." He has, I think, yet to learn accuracy in accounts, or would not include re-insurances in the working expenses of either of the Companies to which he makes reference. Before comparing what he calls the working expenses with the amount of premia received, it would perhaps be better to deduct the amount paid for re-insurances from the said premia. He will then find that the Chinese Insurance Company contrasts very unfavorably with the China Traders' in this particular. I sincerely hope that "Still Another Buyer" will not make himself unhappy about the matter (his letter indicates a nervous temperament), but "facts are stubborn things," and he would do well to make himself better acquainted with the mode of conducting the business of an Insurance Company before again committing himself to print. I am quite of his opinion as to the importance of accuracy, and subscribe myself, Sir,

Yours faithfully,

AN ADMIRER OF THE "ENLIGHTENED."

Hongkong, August 27th, 1875.

MOUKDEN.

August 2nd.

The robbers are reported to have been driven out of their fastness of Tung-kon-tau and out of all the gullies in the surrounding mountains where they had entrenched themselves. The soil of that part of the country formerly occupied by the robbers is very fertile, and many of the glens and valleys yield a large return of millet, pulse, etc., for the labour expended. Though there are six large villages, which in the west would be called towns, they are respectively separated by fully a hundred *li* of very sparsely peopled country, and are hence unable to mutually aid each other. You may form an idea of the locality of the hiding-place and operations of these robbers from the following. Starting from Ta-kou-shan at the mouth of the river Yang, and journeying about one hundred and fifty *li* up the river you come upon Tung-kon-tau. Thence eastwards about two hundred *li* is Feng-wang-cheng. To the north of Feng-wang-cheng is the first of the large villages, Kwan-tien, at a distance of over a hundred *li*. Continuing in the same course, Ch'ang-tien, Yoong-tien, T'wan-tien, etc., are seen, all on the border land between Manchuria and Corea, and all above a hundred *li* apart. The robbers making Tung-kon-tau their headquarters marched in bands of a hundred, more or less, over that thinly peopled district, passing by the strong town of Feng-weng-cheng and levying taxes on all the country. Last year that wide and fertile district of the "six large Tien", contributed to those robbers the handsome revenue of Tls. 8,000. The robber was the only revenue officer, however, and now the position of the squatters is to be little improved, for it is proposed to levy the same amount in the name of the Emperor. The people of the district have petitioned for permission to form a militia of their own. Their request has as yet not been granted.—*Courier Correspondent.*

You can't weigh an eel with scales, because they have no scales, you know.

The Russian Minister of War has (according to the St. Petersburg correspondent of the *Hour*) received a telegram from Orenburg stating that a rebellion, similar in character to that which took place a year ago, has broken out among the Cossacks of the Ural. The rebellion of last year arose from the dislike entertained by the Cossacks to the new Russian Conscription Law and permanent regular service. The Minister has ordered the commander of the military district of Kazan to send strong detachments of his troops to Uralsk to put down the rising.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Peshawur*, Captain White, from Bombay 9th, Galle 14th, Penang 18th and Singapore 22nd inst., bringing on the English mail of 23rd July, arrived here yesterday afternoon. The following telegrams taken from the *Straits Times Extra*, have not been published here:—

(From the Ceylon Observer.)

CONSTANTINOPLE, 10th August.

The Sultan has ordered the immediate construction of a railway to Bagdad, charging the expenses to the Civil List.

ADEN, 12th August.

The native merchants of Aden have subscribed Rs. 10,000 for the reception of the Prince. Cowasjee Dinshaw presided at the meeting.

MALTA, 10th August.

The P. & O. steamer *Indus* arrived with her crank shaft broken. Eight days are required to make repairs. The mails have been forwarded via Brindisi.

LONDON, 10th August.

The British exports for July 20¼ millions; decrease £275,000. Imports 34½ millions.

In the House of Commons last night, Mr. Bourke, replying to Sir Charles Dilke, said that no official information had been received respecting the reported Russian expedition to Merv.

Mr. Fawcett, in the House of Commons, brought forward a motion, which was negatived by 90 against 55 votes, condemning the delay in the introduction of the Indian Budget.

Lord George Hamilton then introduced the Indian Budget, and said that the results of 1873-74 and 1874-75 were more favourable than was expected. He said that a telegram was received yesterday from the Viceroy, showing that last year's deficit would be converted into a surplus, and that notwithstanding the rising expenditure the revenue was most satisfactory. Referring to Tariff charges he (Lord Hamilton) maintained that the Viceroy's proposals should be carefully considered on the principle that nothing should be done contrary to the financial policy of the last five years. There was small prospect of reduced expenditure, which at present was not greater than was necessary to secure peace and orderly government to India.

A long debate followed. Sir George Campbell deprecated Lord George Hamilton's sanguine views on Indian finance. Mr. Smollett subsequently brought forward an amendment, which was negatived by 66 against 21 votes, condemning as unremunerative the extraordinary Public Works provided for in the Budget, particularly the Irrigation Works.

(Madras Times.)

ALLAHABAD, August 3rd.

According to present arrangements, the Prince of Wales will remain in Bombay ten clear days, arriving on the 8th November and leaving Bombay by sea for Beypore on the 19th. His Royal Highness will visit Coimbatore, Seringapatam and the Neilgherries, reaching Bangalore on December 2nd and Madras on the 6th. Madras, it would appear, will only be honoured by his presence for two days, as His Highness will leave the capital for Tuticorin on the 8th, and on the 10th re-embark thence to Colombo, which he should make on the following day. The date originally fixed for his arrival in Calcutta, the 23rd, still holds good, but beyond this there is nothing like certainty either as to dates or places. The programme is still in course of arrangement at Home.

ALLAHABAD, 30th July.

The *Pioneer* announces that Mr. Sullivan was to have moved a vote of censure on the Indian Government with regard to the Baroda matter in the House of Commons on Tuesday last, but that, when the time came, finding but little encouragement, he declined to proceed with his motion.

There is to be a fourth Division at the Delhi Camp of Exercise, which command General Charles Chamberlain will command.

Major General S. Browne, C.B., V.C., will be chief of the Prince of Wales's Indian Staff.

(Madras Mail.)

SIMLA, 4th August.

About fifty summonses have been issued against the employés of the Government Press, in consequence of an enquiry now being held by the Deputy Commissioner regarding an attempt made a few days ago to send by post to the *Englishman* in Calcutta, some private Foreign Office correspondence. A Police Inspector had seized the packet on its way to the post office. An investigation is also proceeding in the Foreign Office for the purpose of ascertaining how far the employés in that office are implicated.

THE CASE OF THE "MARIA LUZ"—THE CZAR'S AWARD.

We (*Japan Gazette*) translate from *L'Echo du Japon* the award of arbitration, as yet unpublished, given by H. M. the Czar of Russia, in the case of the *Maria Lus*:—

We, Alexander the Second, by the grace of God, Emperor of all the Russias,

Acceding to the request made to Us by the Governments of Japan and Peru, and embodied in a protocol drawn up by mutual consent at Tokio by the Plenipotentiaries of the two Governments between 13th and 25th June, 1873, corresponding to the 25th days of the 6th month of the 6th year of Meiji. We have consented to investigate the question in dispute between the two Governments, arising out of the stay of the vessel *Maria Lus* in the port of Kanagawa, and more especially the claim of the Peruvian Government responsible for all the consequences of the action of the Japanese Authorities in regard of the *Maria Lus*, her crew and passengers, during the stay of that vessel at Kanagawa; and We have taken upon Us the task of delivering on the subject of this difference an Arbitrator's award final and obligatory for both parties, so that neither can offer to it any objection, interpretation, or delay whatever.

Having, in consequence, deliberately weighed the preliminary remarks, and the conclusions of the jurisconsults and of the competent persons who were entrusted with consideration of the matter from the documents and allegations which have been sent to Us, in accordance with the above-mentioned protocol, We have arrived at the conviction that in acting as it did, in the matter of the *Maria Lus* her captain, crew, and passengers, the Japanese Government acted *bona fide*, in virtue of its own laws and usages, without any infraction of the general prescriptions of special treaties.

That, consequently, it is impossible to charge it with a deliberate want of consideration, or any malevolent intent in whatever towards the Peruvian Government and its nationals!

That the divergency of valuation induced by this affair should inspire those Governments, who have not special treaties with Japan, with the wish to arrange on a better basis their reciprocal international relations, in order to avoid in future all like misunderstandings, but cannot be held, in the absence of definite stipulations, to throw upon the Japanese Government the responsibility of actions which it did not knowingly provoke, and of measures conformable to its system of legislation.

Consequently, We have not found sufficient grounds to pronounce the action of the Japanese Government in the case of the *Maria Lus* irregular, and We attribute the loss sustained by the Peruvian citizens to a concourse of unlucky circumstances.

We pronounce the following award of arbitration:

The Government of Japan is not responsible for the consequences brought about by the stay of the Peruvian vessel *Maria Lus* in the port of Kanagawa.

In evidence of which We have signed this award, and have affixed to it Our Imperial seal.

Executed at Ems the 17th (24th) May, 1875.

ALEXANDER.

True Copy.

JOMINI,

Minister for Foreign Affairs.

COMMERCIAL INTELLIGENCE.

OPIUM.

FRIDAY, 27th August, 1875.

Business in New Patna to-day has been on a moderate scale, at rates ranging between $594 and $601. The stock of this drug is computed at 400 chests. New Benares is quoted at $585, with a stock of but 5 chests. Best Malwa is expected to command $585 on the opening of the market for the drug, upon the receipt of the supply by the *Peshawur*, which has just arrived. The present stock consists of 425 chests, chiefly of inferior quality.

EXPORT CARGOES.

Per P. & O. str. *Malacca*, for London, &c.—For England 709 bales Raw Silk. For Continent 794 bales Raw Silk, 40 bales Cocoons, and 40 boxes Tea. For London 52 boxes Silk Piece Goods, 14 bales Waste Silk, 13,030 boxes Tea, 4,599 half-chests Tea, 731 chests Tea, and 370 pkgs Tea.

Per British ship *Green Jacket*, for San Francisco:—17,938 bags Rice, each 50 lbs.; 253 bags Sugar, each 1 picul; 347 bags Beans, each 100 lbs.; 100 boxes Preserved Ginger, 408 boxes Rice Flour, 35 boxes Tobacco, 1,289 boxes Oil, 41 boxes Dried Fruits, 91 pkgs. Wool, 45 pkgs. Camphorwood Trunks, 85 pkgs. Samshoo, 120 pkgs. Paperware, 84 pkgs. Sweetmeats, 72 pkgs. Earthenware, 100 pkgs. Chinaware, 97 pkgs. Carpet, 1,232 empty Quicksilver Flasks, 209 jars Soy, 60 bundles Rattans, 14,246 blocks Granite, 318 tons Coal, 1,221 rolls Matting, 53 boxes Firecrackers, 994 pkgs. Tea (unknown), 3,064 pkgs. Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/0
Bank Bills, at 30 days' sight, 4/0¼
Bank Bills, at 6 months' sight, 4/1 to 4/1½
Credits, at 6 months' sight..... 4/1½
Documentary Bills, at 6 months' sight..... 4/1¼
ON BOMBAY.—Bank, on demand 220
ON CALCUTTA.—Bank, on demand 220
ON SHANGHAI.—
Bank, sight 71
Private, 30 days' sight 72½

SHARES.

Hongkong and Shanghai Bank Shares.—$26 per cent. discount.

Union Insurance Society of Canton, new shares—$50 per share premium.

China Traders' Insurance Company's Shares—$1,050 per share.

China and Japan Marine Insurance—Tls. 90 per share.

Chinese Insurance Company.—$200 per share.

Hongkong Fire Insurance Company's Shares—$492½ per share.

China Fire Insurance Company's Shares—$137 per share.

Victoria Fire Insurance Company's Shares—$168 per share.

Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—23 per cent. discount.

Shanghai Steam Navigation Company—Tls. 60 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$57½ per cent. discount.

SALES ON AUGUST 27TH, 1875.

As reported by Chinese.

White Wax, 2 pieces, at $92.00, by Kwong-wing-shing to travelling trader.

Brown Sugar, 150 bags, at $3.08, by Kwong-wing-shing to local trader.

Mushrooms, 5 cases, at $54.00, by Kwong-fook-wo to travelling trader.

White Sessamum, 50 bags, at $4.30, by Kwong-fook-wo to travelling trader.

Dried Prawns, 20 bags, at $13.50, by Kwong-sang-tai to travelling trader.

Green Peas, 500 piculs, at $1.30, by Tung-chong-yue to travelling trader.

Vermicelli, 80 bags, at $7.60, by Tung-chong-yue to travelling trader.

Black Pepper, 100 bags, at $9.60, by Hop-hing to local trader.

NEWS FOR THE ENGLISH MAIL.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The meeting of the shareholders of the Hongkong and Shanghai Banking Corporation on the 18th inst., passed off more pleasantly and satisfactorily than that of February. The report was so much more palatable that this is not surprising. None but pleasant words passed, confidence in directors expressed, and congratulations on the stability and improved prospects of the Bank exchanged. The meeting was therefore perfectly harmonious, although the directors were unable to announce a dividend. But there was consolation in the announcement made by the CHAIRMAN that if the Bank does as well doing the current half-year they would be enabled to return to the old and satisfactory practice and declare one. It will be readily admitted, as the CHAIRMAN remarked, that the "result of the past six months at any rate proves that even during exceptionally bad times, and in the face of unusually grave mercantile complications the Bank has been able to do a fairly remunerative business." We always had confidence in the Bank, and it was only the unsound system of advancing too heavily on properties, literally becoming proprietor of some non-paying concerns, together with the too great trust reposed in one of its old officials, that brought it into difficulties. Some Banks would have been shipwrecked if exposed to the vicissitudes the Hongkong and Shanghai Banking Corporation has encountered; but its inherent vitality was great, and while its affairs were in a very unsatisfactory condition from the heavy losses it had experienced, its business was all the while steadily increasing. Hence it is not a matter for wonder that it has so speedily righted and bids fair to rapidly return to its old position of a dividend-paying Bank. The recent heavy failures, many of which seriously affected the East, could not fail to have an adverse effect on the Banks here, and it is creditable to the management of this Corporation that the loss incurred has been no larger. It is to be hoped that the corner has now been turned, and that an era of prosperity lies before this important institution, with which the commercial interests of the colony are so intimately connected.

It will be remembered that at the half-yearly meeting held last February, Mr. E. R. BELLIOS expressed himself willing, had it been legal, to have seconded Mr. MAY's motion that the remuneration of the directors should be reduced one-half. We are glad to notice that this gentleman has consistently adhered to his utterance. Not that it distinctly pledged him to the course he has adopted—namely the surrender of his share of the remuneration due to the directors for the half-year—for he might well have made this conditional upon the proposal being adopted by the entire board. But he felt, we must suppose, that he was in honour bound to follow precept with example. He fully deserves the eulogy passed upon his conduct by Mr. KINGSMILL, and may rest assured the shareholders will not forget his generosity. We are pleased to observe that the directors have not set aside any sum for their remuneration during the past half-year. They have chosen to leave the matter in abeyance pending the result of the whole year's operations becoming known. Perhaps if these do not turn out quite so favourably as they anticipate they will be willing at least to have the amount reduced. We are not inclined to urge this point to an unreasonable length. The labourer is worthy of his hire, especially if his work is conscientiously performed. They certainly deserve some credit for postponing the question until there was a possibility of a dividend being again declared. There is also some force in the remark that fell from Mr. KINGSMILL, that it would look bad for a great Corporation like the Hongkong and Shanghai Bank to haggle about a few thousand dollars for directors' remuneration. It is one thing for the directors to voluntarily relinquish a part of their remuneration; it is qu

London Committee.—The delay that has arisen in the appointment of the members of the London Committee is due to the directors deeming it advantageous to leave the matter somewhat in abeyance until Mr. McLean's return to London, that gentleman having been placed while here in possession of their views. The matter has already been placed on a satisfactory basis, and will shortly come into operation. Before I move the adoption of the report, I shall be glad to answer any questions.

Mr. KINGSMILL: Do I understand aright that the profits of the six months have been 5 per cent. on the paid up capital?

The CHAIRMAN: Yes, they have.

Mr. KINGSMILL: That is, 10 per cent. per annum.

The CHAIRMAN: Yes.

Mr. KINGSMILL, who was almost inaudible, said there was a sum of losses estimated in the first instance at $116,000 odd, he might say in round numbers $117,000. Did he understand that in consequence of having recovered part of that it did not appear written off?

The CHAIRMAN said that about $16,000 had been saved. Mr. McLean had over estimated the losses.

Mr. KINGSMILL said the result would be that if any of them made any calculations from the balance sheet they would be about $16,000 out.

The CHAIRMAN said they would be.

Mr. KINGSMILL said he had made an estimate about their position but he found he would be $16,000 out. Well $16,000 was not much; but $153,997 had been reserved for contingencies?

The CHAIRMAN said that amount had been reserved.

Mr. KINGSMILL said that the result of his calculation would be, that taking no account of the Reserve or Marine Insurance funds, and supposing one half of Mr. McLean's estimate of losses to be correct, the Bank would be about $43,000 on the wrong side.

The CHAIRMAN said that would be so.

Mr. KINGSMILL then said that taking everything into account he thought their present position was very far from being unsatisfactory. On the other hand, considering all things, they had great reason to be satisfied with the result. (Applause). There was one thing to which the Chairman had alluded in his address and it was that the directors had not put anything aside for their remuneration for the current half year, but were waiting to see the result of the year's transactions before doing so. It was very well known what position he (Mr. Kingsmill) had taken up on this matter at the last meeting of shareholders. He was pretty much to the front on that occasion, but without egotism he thought he could now fairly and honestly say before that meeting, and it would not come badly from him, that in his opinion the directors had shown great judgment, great tact, and a certain amount of graciousness in having the question of their remuneration postponed until the end of the year. But at the same time, he must also say that in his opinion the directors were entitled to remuneration (Hear hear). He did not want to speak disrespectfully of anyone, but two directors who were on the board in the times when the evil was done, drew their full salary without scruple or hesitation, and then left as soon as the Bank got into hot water. The present directors, however, had had no bed of roses; their task had been a very troublesome one, and the results now showed that they had acted with great judgment and prudence. That was one reason why he thought the directors were entitled to their remuneration. But there was another reason. When a Corporation like this, with a capital of $5,000,000, commenced to haggle about a few thousand dollars for directors' remuneration, it looked bad, and seemed to outsiders as if they could not afford it. At the same time it was right to pay especial tribute to one of the directors for his action in the matter. He (Mr. Kingsmill) had heard on very good authority that there was one director [Mr. Bellios] who had not drawn his remuneration on the 31st December last, and he wished to ask the Chairman if this was correct?

The CHAIRMAN said that one of the directors had not drawn his remuneration for the half year ending 31st December last.

Mr. KINGSMILL said, without in any way reflecting on the other directors, that the action of that gentleman had been most generous, and he certainly deserved the gracious acknowledgments of the shareholders. Since the last half-yearly meeting he (Mr. Kingsmill) had been put in possession of the knowledge of many matters and he could now speak fairly on the subject. He had one or two other questions to ask: The first was, had the directors reconsidered or did they intend to reconsider the resolution which the Chairman at last meeting said had been come to, namely that $20,000 was to be expended on the furniture for the Bank's premises at Shanghai?

The CHAIRMAN said that after consultation it was decided that good substantial furniture for the premises in Shanghai should be procured in London by Mr. McLean, and he was requested to state that it must be laid down in Shanghai at a cost not exceeding £2,500.

Mr. KINGSMILL said that was very satisfactory. He had another question to ask, and it was to the advantage of the Bank's employes that he should do so. Had any bonus or any remuneration of any kind, in addition to the regular salary, been granted to any one servant, manager or otherwise, of the Bank within the last half year?

The CHAIRMAN said such a thing was not customary with the Bank and it had not been done.

Mr. KINGSMILL asked was it a fact that the Manager received as part of the arrangement under his employment or otherwise any addition to his salary—any reward or bonus or anything of the kind? Was there anything went to the Bank's manager other than his salary?

The CHAIRMAN: No.

Mr. KINGSMILL then asked if the Chairman could form any idea, in consequence of what had since transpired, what the losses estimated by Mr. McLean would really be?

The CHAIRMAN said that since Mr. McLean had left the Colony, they were certain that half the amount of $299,000 would be saved.

After a pause,

The CHAIRMAN said if there were no other questions to ask, he had much pleasure in moving that the report and balance sheet be adopted.

Mr. BURROWS seconded.

The motion was put and carried unanimously.

The CHAIRMAN said the next business was the confirmation of the election of a director.

Mr. FORBES proposed that the election of Mr. McIver as a director be confirmed.

Mr. BURROWS seconded.

The motion was put and carried unanimously.

Mr. F. D. SASSOON then proposed that Mr. H. B. Gibb be appointed an auditor.

Mr. KINGSMILL seconded.

The motion was passed unanimously.

The CHAIRMAN said there was no other business before the meeting.

Mr. KINGSMILL, after congratulating the directors upon the satisfactory state of things, moved that a vote of thanks be accorded to them. (Applause).

The CHAIRMAN having acknowledged the compliment, the meeting terminated.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders in the above Company was held at the offices, Club Chambers, Hongkong, on the 21st instant. There were present:—Messrs. R. Deacon (chairman), McIver, Manger, Hon. W. Keswick, Hoppius, W. H. Bell, J. Russell, G. B. Emory, Vaucher, T. Hull, R. Bernard, Scott, A. Newton, Sherwood, R. Duncan, (secy.), and Addyman, &c.

The following is the report:—

To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen,—The Directors have again the pleasure to lay before you their Report for the past half-year, ending 30th June, 1875.

It has been more favourable than several preceding ones, the Company having made a net profit of $57,987.66 on a gross earnings of $312,141.54.

The amount now available for distribution, including	$10,054.43	
brought forward from the last half-year, is		$68,042.09
Of this the Directors would recommend a Dividend of 2 per cent. for the half-year	$20,000.00	
Bonus to Contributing Shareholders	4,000.00	
Directors' fees	2,500.00	
Auditors' fees	250.00	
And to write off the value of Whampoa Docks	30,000.00	
		56,750.00
Leaving to be carried forward to New Account		$11,302.09

During this half-year the debt due to the Hongkong Fire Insurance Company has been reduced from $200,000 to $170,000, and the Directors would recommend that a further sum of $10,000 be paid off this debt, and this amount be also written off the value of Whampoa property.

The Docks have been fully employed since the Accounts have been made up, and the Directors hope they will continue to be so.

DIRECTORS.

Messrs. J. S. Lapraik and the Hon. J. Whittall having resigned their seats at the Board, the Directors have appointed Messrs. A. T. Manger and W. Keswick, which nominations will have to be confirmed at this Meeting.

AUDITORS.

The Directors have appointed Mr. A. N. Blakeman in the place of Mr. F. W. Mitchell, which appointment will also have to be confirmed by the Shareholders.

RICHARD DEACON,
Chairman.

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said, with the permission of those present, he would consider the report and accounts as read. He thought he could congratulate the shareholders on the favourable result of the past half-year; and judging from the present aspect of the Company's affairs it seemed as if the future would be as favourable. There was no doubt more business doing so far as steamboats were concerned, and the business of the Company ought to improve. He would be glad to answer any questions.

Mr. SCOTT asked if the $4,000 paid as a contributory dividend was a fixed sum.

The CHAIRMAN said it was not. It was always 20 per cent. on the amount of the dividend to the shareholders. If they paid $20,000 to shareholders they would pay $6,000 to contributors. It was not a fixed amount, but was always controlled by the dividend, and divided *pro rata*.

No more questions being asked,

The CHAIRMAN proposed that the report and accounts be passed.

Mr. CORDES seconded.

The motion was put and carried unanimously.

Mr. VAUCHER said he knew there were a number of other shareholders who intended to be present, and he should have liked them to be here.

The CHAIRMAN remarked that the report and accounts had been passed, and proposed that the nominations of the Hon. W. Keswick and Mr. A. T. Manger, as directors in place of Mr. Lapraik and Hon. Mr. Whittall be confirmed.

Mr McIVER seconded.

The motion was carried unanimously.

Mr. HOPPIUS proposed the appointment of Mr. A. N. Blakeman as auditor in place of Mr. F. W. Mitchell.

The CHAIRMAN seconded.

The motion was carried unanimously.

The CHAIRMAN said there was no other business before the meeting, and intimated that the dividend warrants would be ready for issue on the morning of the 25th inst.

The meeting then terminated.

BOAT ACCIDENT AT HONGKONG—NARROW ESCAPE.

A boat accident, in which some of the leading residents in the Colony had a narrow escape, occurred at Cape D'Aguilar late on the evening of the 16th inst. It appears that on that evening H.E. the Administrator gave a bachelor's picnic to a number of the leading residents in the Colony. Among those present were:—Sir J. Smale (Chief Justice), Sir Brooke Robertson (of Canton) Hon. J. Bramston (Attorney General), Hon. C. C. Smith, Hon. W. H. Alexander, Hon. W. Keswick, Hon. Charles May, Mr. Russell, Mr. McIver, Captain Buller (of the *Modeste*) Captain Turton (of the *Egeria*), Mr. Robb (of the Naval Yard), and a number of others. The party left the Harbour at a quarter to six o'clock in the evening in the new Government Steam Launch, bound for Cape D'Aguilar. After a very pleasant sail, the destination was reached a little before seven o'clock. Owing to the nature of the beach in that locality it was impossible to get the launch close alongside, and the party were landed in boats. After partaking of dinner on shore, a visit was paid to the new lighthouse, and the remainder of the evening was spent in an enjoyable manner. The party started to return to the launch about half past eleven o'clock. On reaching the beach several boats were waiting to convey the excursionists to the launch which was lying at some little distance off. Among these was a small fishing cobble, which was very shallow and exceedingly cranky. Into this vessel went Sir John Smale, Mr. Bramston, Mr. Robb, and Mr. Keswick, and they seem to have been the last in putting off. There was a bit of a swell on at the time, and the launch, from which there projected a ladder, was rolling considerably. The occupants of the other boats seem to have got on board all right, but the cobble, in which was Sir John and the three others named above, in getting alongside ran right under the projecting ladder. The launch at that moment came rolling to that side, the ladder struck the gunwale of the cobble, and turned it right over, pitching all its occupants into the water. The Chief Justice went down, but on rising to the surface again received a rope to which he clung for sometime. Subsequently, several of those on board managed to pull him up, and he was thus rescued from his perilous position. Mr. Keswick was fortunate enough to catch hold almost at once, and he was also pulled out. Immediately on the cobble upsetting Mr. Bramston struck clear of it, and swam some short distance away. He was keeping himself afloat, but Captain Buller, who was on board, was afraid he might get exhausted, and courageously jumped in to assist him. They were both got on board a few minutes afterwards. Mr. Robb, who happened to be at that side of the cobble next the launch, caught hold of the ladder and clung to it all through. Of the four gentlemen in the water Sir John Smale seemed to have suffered most, and as soon as he was rescued he was taken below, and made as comfortable as surrounding circumstances would admit of. The launch then at once started for Hongkong, and was alongside the Praya shortly before one o'clock yesterday morning. We are pleased to state that the gentlemen immersed are none the worse for their ducking.

THE "GAELIC" IN A TYPHOON.

The O. & O. S. S. *Gaelic* which arrived at Yokohama on the 11th inst. reports having left Hongkong on Monday, the 2nd instant. Had fine weather until Sunday August 8th, which commenced with a strong gale and high sea, wind from N.N.E., to N.E., Barometer at 29.684. The gale and sea continued to increase, with falling Barometer until 10.30 p.m. when the Barometer stood at 29.152, the wind blowing at that time, with terrific violence, and making a noise as of innumerable voices. It continued a perfect hurricane for the space of one hour. On Monday, the 9th instant, the gale began to moderate after midnight, and we concluded that the first half of the typhoon had passed, but the Barometer continued to fall, and at 8 a.m. stood at 28.548. It was then almost calm, but the sea was high and confused. From that time until noon, the wind alternately blew suddenly in heavy gusts, and then died away to a calm. The gusts came from the S.S.W. and S.W. Gradually brought the ship round until noon, when she headed to the S. Westward. This was done to prepare her for the second part of the typhoon which almost immediately afterwards commenced with terrific violence, the sea running very high. At about 0.45 p.m., a tremendous sea, which we took to be the storm wave, passed. Its crest was at least 90 feet high. From this time the wind gradually moderated, with rising Barometer. At about 7 p.m., the Chief Officer, Mr. Ritchie, and a seaman named Patterson were engaged on the whaler's back (Forecastle-head), when a heavy sea broke over the ship and washed them both overboard. They were neither of them seen again. During the typhoon a heavy sea broke over the stern, and burst into the wheel-house, which is built entirely of iron. At midnight, shaped a course for Yokohama. The current set to the Eastward 20 miles in 48 hours.

On the 12th instant, an enquiry was held on board the O. & O. S. S. *Gaelic*, before Russell Robertson, Esq., H.B.M.'s Consul, touching the deaths of George Ritchie and Adam Patterson, respectively Chief Officer and Seaman of the above-named vessel, who were drowned at sea on Monday, 9th inst., at 7 p.m. It appeared from the evidence that the Chief Officer was engaged lashing the port anchor, and the seaman Patterson went out to stow the jib which had been hauled down and was flapping about. He was advised not to go but insisted on going. He sang out for help and the Chief Officer, Mr. Ritchie, went out to give him a hand. Shortly afterwards the ship dipped her bow right under water, which rose several feet over the forecastle head. The Chief Officer was washed underneath the rails and over the anchor; Patterson was washed backwards off the rail. The mate was heard to sing out for help, and he and Patterson were seen from off the main rigging. The ship was stopped and reversed, and a boat was prepared for lowering; but it was blowing so heavily, and there was such a heavy sea running, that every one on board declared it would be certain death to lower a boat. Four lifebuoys were thrown overboard. Nothing more was seen of either of the unfortunate men, and after a time the ship proceeded on her passage. The accident occurred in Lat. 31.19 N. and Long. 134 E. His Honour decided that the deceased were accidentally drowned.—*Japan Gazette.*

SETTLEMENT OF THE QUINSAN AFFAIR.

The Quinsan affair has been at last settled, on terms which are likely to prevent any further annoyance to foreigners in that district. The arrest of a certain number of the rioters having been at last effected, H.B.M. Vice-Consul, Mr. Davenport, accompanied by Chang as the Taotai's deputy, went up to Quinsan on the 14th instant to be present at the trial. The case was tried before Liu, the new Hsien of the district; Fan, who was displaced for his misconduct in the affair, and who had been ordered to attend, neglecting to put in an appearance. Ten prisoners were produced, beside the wounded man, who was led in looking more ghastly than ever, and supported by two others. How he contrives to keep up this appearance is a mystery. The Taotai's *weiyuen* probably had an inkling, as they appeared amused at his entry. The men produced were identified by Mr. Cooper as having taken part in the riot, and after discussion the following sentences were passed:—(1), The old Tapao, in consideration of his age (70 years), and of his having shown an inclination to behave properly towards the end of the riot, was let off. (2), The Ringleader, who was captured by Mr. Overbeck, and has undergone a long imprisonment in Shanghai, was flogged. (3), Brother of the wounded man, who has also been imprisoned in Shanghai, was let off in consideration of that imprisonment. (4 & 5), 40 blows and 45 days' cangue. (6), An old man, let off flogging in consideration of his age, but cangued. (7, 8, & 9), one month's cangue for the riot, and beaten for impertinence to the Magistrate. (10), 45 days' cangue. Great disinclination was shown to punish Nos. 7, 8, and 9; and it is surmised they were arrested on the understanding they should not be punished;—such compromises are not unknown in Chinese custom; and the impertinence was, perhaps, remonstrance on this plea.—Mr. Davenport further arranged that a proclamation should be posted, warning the natives to treat foreigners who go to shoot game, with courtesy. They are not to interfere with them, nor to snatch away their game when it is shot. In case such an accident as a foreigner shooting a Chinaman does unfortunately happen, the case is to be reported to the magistrate, who will take the necessary action.—We congratulate the Consulate on having brought about this settlement, which is chiefly due to the firm tone taken, and the tenacity with which Mr. Medhurst and Mr. Davenport have pressed the case. We suspect, moreover, that the punishments inflicted in Court do not represent the total. There has been squeezing going on besides.—*N. C. Daily News.*

HONGKONG.

Although not officially notified, it is believed that H.M. 28th Regiment now stationed at Malta will relieve the 80th here in Hongkong and is expected to arrive on or about the 1st January, 1876. The latter regiment will, it is also understood, leave here for the Cape of Good Hope.

The little German steamer *Vindex*, which arrived here on the 15th inst, has accomplished a daring feat. She left Hamburg on the 14th May for the Amoor River. She is only 25 tons register, 76 feet long, 14 feet beam, and 7 feet depth of hold, and is intended for a tug boat on the Amoor River. She has not the appearance of a vessel which could stand very heavy weather at sea, having only about a foot and half of side. She has, however, stood a heavy gale between Aden and Galle and has yet to make a long passage to the Amoor River. She is a screw boat, and, being small, of course her accommodation in every department is limited.

The annual meeting of the shareholders in and subscribers to the City Hall was held on the 25th instant. The report stated that the repairs necessitated by the ravages of the white ants, the falls of plaster work, and the damages done by the two last typhoons had been a great source of expense and trouble. The Theatre had been but a slight source of income. A few books had been presented to the Library, and several additions had been made to the Museum. In consequence of the extra expenses, the Revenue account showed a deficit of $558.92. The Hon. C. C. Smith suggested that an appeal should be made to the public, to enable new arrivals to contribute towards the building. The suggestion was approved by the Chairman. Appreciation of the energy shown by the Curator in making improvements in the museum was warmly expressed. The Hon. C. C. Smith and Mr. F. D. Sassoon were appointed members of committee.

The Legislative Council met on the 25th inst., H.E. the Administrator, in presenting the Estimates for 1876, which amounting to $980,773.58, remarked that they included the large sum of $181,480 for Works, Buildings, Roads, Streets, &c. This sum provided, however, for the erection of the long-deferred Civil Hospital, a new Central School, improved Sewerage, &c. A committee was appointed to consider the Estimates. Ordinances to provide for compiling a new edition of the Ordinances; for the more convenient administration of the Extradition Acts, 1870 and 1873; for consolidating the enactments relating to the speedy recovery of Crown Debts for Rents and Assessments, Fees and Forfeitures; and for the Amendment of the Companies Ordinance of 1865 were read a first time. Some other business was transacted and the Council broke up.

The Returns of Births and Deaths for the Second Quarter of 1875, ending June 30th, show that during that period, a total of 365 Births and 707 Deaths has been registered in Victoria and the four districts of Shaukiwan, Stanley, Aberdeen and Kowloon. Of this number, 31 Births, being those of Boys 13 and Girls 18, occurred amongst persons other than Chinese. The Deaths in this class number 40, of whom 10 were non-residents, and the remainder are thus distributed as regards nationality:—British, 13; Portuguese, 9; Indian, 7; Malay, 1. The Death rate of the Quarter amongst the British and Foreign Community is 24.60, and amongst the Chinese 22.87 annually for every thousand persons living. For the whole population of the Colony the rate is 22.97 for every thousand persons. If the Deaths of the non-residents be deducted, the Death rate of the British and Foreign Community is only 22.52 per thousand annually.

CANTON.

(*From our Correspondent*)

As usual in these dull days there is nothing stirring in the City of Rams. The heat is intense and many of the natives are suffering. There is a rumour going about, that in addition to having his scheme countermanded the Governor General has been degraded four steps. This of course implies official censure only, and does not deprive the Governor of any of his real power. If all goes smoothly he may be reinstated in a short time, as these things go very much by caprice, as witness Prince Kung's case for example.

The *Ichang* has not got a wharf yet, and lies off in the stream opposite Shameen. She takes on her passengers and cargo by cargo boats. She is said to be a more "stuffy" steamer, and not so well ventilated as her rivals. The Chinese, however, say she is stronger, which is an inducement in these typhoon seasons.

Encouraged by repeated escapes from justice, which the inefficiency of the local authorities renders an easy matter, the band of robbers who have lately plied their unlawful calling with such success in this province have achieved a new and daring exploit, having in it something of novelty. On the 5th instant a family named Wong, residing at the village of Leung Sar, in Nam Hoi, were plundered by robbers, and they subsequently petitioned the authorities for protection and redress. On the evening of the 18th instant, a party of men arrived at the village in two junks, and gave out that they were petty officers and soldiers sent by the high authorities to prosecute a rigid search that night for the thieves concerned in the late robbery. Having thus lulled suspicion to sleep, they commenced their pretended task during the night, and on obtaining admission ransacked several wealthy houses, and cleared off with a booty estimated at $10,000.

There have also been several less important burglaries committed in this city lately. It is time the local authorities took some more effectual measures for the repression of crime. Lawlessness seems on the increase.

The rumour that the Lieutenant-Governor was dead turns out after all to be incorrect. It probably originated in the decease, at 4 o'clock on the 23rd instant, of Tsun Tat, the Provincial Treasurer. Kwok Ying, the Salt Commissioner, is now acting as treasurer, pending the appointment of a successor to the late official.

The following Imperial Edict respecting the Wai Sing Lottery has just been issued:—

"In reference to Chang Chi Tung's memorial about the revival of the Wai Sing Lottery in the Kwang Tung Province, which had been suppressed by edict, we command that—as the lottery was suppressed by edict, the Viceroy and Governor of that Province shall obey it by rigidly suppressing the vice. Instead of doing this, Ying Hon, the Viceroy, on the 5th month of the present year, levied a fine or revenue on the vice with a view of defraying the expenses on Coast Defences, in defiance of the Edict. His conduct is very improper. Let him be handed over to the proper Board for punishment, and let the Viceroy and Governor obey the Edict we issued on the 6th month by suppressing once for all the vice of the lottery, and let it not be renewed under any pretext, in vindication of the dignity of the Governor. Respect this!"

AMOY.

7th August.

H. B. M. S. *Growler*, after a stay of fifteen months on this station, has at last been relieved by the *Hart*, a vessel of the same class, commanded by Commander Harvey Reyes. The *Hart*, it will be remembered, accompanied the *Charybdis* on her expedition to Lukut in November 1874, when there was some pretty severe fighting done by the Naval brigade under Lieutenant Jones, lately in acting command of the *Hornet*.

The British Consular residence here, which has been so long in a state of decay, is being pulled down in earnest, the roof having already disappeared. It is to be hoped that Her Britannic Majesty will be in future better represented—architecturally.

The new Club is to be commenced shortly, and the Club Elders have taken time by the forelock in framing rules. The rules, which it is believed are very stringent—especially in the matter of dogs and touching the new barometer—have not been divulged to the general public, and the aforesaid Elders may be seen in dark mysterious corners, wagging their wicked heads over sheets of closely written foolscaps, and apparently concocting traps and pitfalls for the unwary juniors.—*Correspondent Foochow Herald.*

FOOCHOW.

Two of the Arsenal gun-boats, with a number of Chinese officials and their body guards, &c., on board, left for Tai Wan fu during the week. There is apparently a lull in the contest between the Aborigines and Imperialists, owing, we understand, to the prevalence of sickness and disease in the ranks of the latter.

Latest private telegrams from London report the Tea market to be extremely dull, with falling prices, and sales difficult. No further arrivals from this port are advised, but the S. S. *Statesman*, S. S. *Viking* and S. S. *City of Baltimore*, with over 7,000,000 lbs. Tea were close at hand—to add to the already excessive supply.

The troops lately quartered at the Customs, Pagoda Anchorage, were withdrawn about ten days ago. Beyond exercising a certain amount of moral influence, we should say that their presence was entirely useless. An attack upon the smuggling village might have resulted in some good; but this, although talked about, could not, it seems, be carried out.

We are reliably informed that the forts recently constructed for the 18 ton guns, purchased at the time of the difficulty with Japan, are already tumbling to pieces, having been built for "look-see," and nothing more. This is another beautiful illustration of the way public money is squandered—with a view to carrying out sham reforms.

In a recent issue we drew public attention to the case of Mr. Boysen of the Great Northern Telegraph Company's service. This gentleman while engaged in taking delivery of property belonging to the Company, at a place called Hunglow, about 30 miles from this port, was assaulted and robbed of all the money in his possession. We now learn that the ringleader in the attack and robbery has been identified, but that the native officials decline either to arrest him or obtain restitution of the stolen money. The man is still at large at Hunglow, and the mandarins alleged that they dare not interfere with him. As in small matters, so is it in greater. Mr. Blacklock's murder is quietly slurred over. The robbery and assault to which we now particularly refer is winked at. Possibly, when half a dozen more foreigners are killed, and the entire community plundered, we shall hear of measures being devised, by those in authority, to ensure the protection which is now apparently claimed in vain. The Chinese officials were ready enough to cause all the power of British law to bear upon Mr. Fawcett at Chefoo the other day, even to the length of bringing up sham evidence. In the *Fu Sing* case, they have been most energetic; but they entirely fail to see that there is anything undignified in their repeated protestation of inability to enforce the law against their own countrymen. We think, however, that when really roused to action they can act, and to make them do so is the manifest duty of the Foreign Government.

Some time ago, we published a rumour to the effect that the Chinese corvette *Yang Woo*, under the command of Captain Tracey R.N. would shortly proceed to sea for a cruise to Japan, the Australian Colonies, and possibly, Europe. We now understand that the projected cruise is becoming a matter of grave doubt.

We learn, on excellent authority, that the Formosan aborigines are well supplied with Remington rifles and ammunition; and that their superiority in the field is mainly attributable to the fact that they are better armed than the Imperialists. The breech-loading rifle admits of a great waste of ammunition, *ergo*, its use is objectionable, a large consumption of powder being tantamount to a decrease in official "squeeze."

The British schooner *Trelevan Family* bound to Dunedin, New Zealand, struck a rock in the Kim Pai pass, near the entrance to the river. Fortunately, she sustained but little injury, beyond the loss of her rudder, and a damaged stern-post. At the time of the accident, a licensed Chinese pilot was in charge, and the vessel had a number of compradores in attendance; they were not, however, of the slightest use, under the circumstances as it was blowing very hard at the time, and nothing but stream power could have prevented the vessel from drifting, as she did, on the rocks.

The re-construction of the telegraph line to Amoy commenced on the 15th inst. On the 16th there was a disturbance at a village distant about three miles from the Settlement. The people, stirred up it is supposed by one of the *literati*, objected to the erection of the wire in their neighborhood, pelted the Company's staff with stones and mud, and endeavored to destroy the material. The work was consequently suspended, and notice given to the Mandarins that it could not be resumed until more adequate protection was given to the European and Native staff. A few soldiers were then sent to the village, and the work was re-commenced, and, is now being continued without further interruption.

The telegraph line to Pagoda Anchorage has, we understand, been transferred to the Provincial Government. $4,000 was, we are informed, the sum paid to the Great Northern Telegraph Company for the property. This amount—covering as it does the cost not only of the land line but also of the cables across the river and creeks—is, we understand, less than the actual cost to the Company. It is understood, however, that the transfer in question will facilitate the carrying out of the line to Amoy, hence the easy terms above noted.—*Foochow Herald.*

SHANGHAI.

We hear that the old steamer *Aden*, which her present owners could never make remunerative owing to her great greed for fuel, is to be overhauled and fitted out as a sailing ship.

We learn that the British barque *Storm King* has been purchased by the C. M. S. N. Co. with the view of being dismantled, and converted into a hulk for one of the ports on the Yangtsze. The purchase money, it is said, amounts to $20,000.

When Chen was appointed to Li Hanchang's staff, a Wei-yuen named Chang, who was lately Magistrate of the Mixed Court on the French Concession, was nominated to succeed him. But Chang is head of the Lekin Tax office in the Settlement, and was objected to on that and other accounts. The objection has we understand been deferred to, and another official nominated.

The British ship *Scindia*, Capt. Harrison, met with severe weather in Lat. 27.09 N. and Long. 122.30 E., during which she carried away the screw of the steering apparatus, necessitating a return to port for repairs. She left this port for Hongkong on the 6th inst., and returned to Woosung on the 17th inst., having lost some sails in the river during a heavy squall.

On the 16th inst., while some Chinamen were dragging in the river, near the mouth of Yang-king-pang, to recover the body of a boy who had fallen overboard from a boat and was drowned, they brought up the body of Mr. Watson, engineer of the tugboat *Fukalu*, who had been missing since the night of the 2nd instant. On that night he was seen walking on the unprotected pontoon at which the tugboat was moored, and is supposed to have walked accidentally into the water.

The *Shumpo* of the 12th inst. says the C. M. S. N. Co. are chartering foreign steamers to take tribute rice to Tientsin, at 14 to 20 dollar cents a picul, whereas the price they get from the Government is 6 mace. It instances the case of the *Calabar* chartered for 20 cents, the *Cheviot* 14, and the *Consolation* 14. Of course, we do not know whether the Government or the Company get the benefit of the cheaper rate. But it would be hard to demonstrate more clearly the extravagance of the rate allowed.

The steamer *Flamingo*, the improvised Chinese troop-transport, has been fitted with six additional rice-boilers on deck, the former cooking apparatus having proved insufficient to provide food for the troops on board. The result of this oversight was frequent squabbling and fighting amongst the men, which always resulted in some of the more weakly of the soldiers being deprived of their rations. On one occasion a sailor was carrying some bread for his mess, when he was beset by a crowd of hungry soldiers, who tried to take the bread from him. In defending it, he was slightly stabbed in the left breast, but unfortunately was unable to identify the man who inflicted the wound. The *Flamingo* sailed again for Takow on the 7th inst., to embark 2,500 more troops for this port. She is a new Glasgow-built vessel, this being her first trip from home. By her three troop charters to Formosa she will, it is said, earn $30,000.

It will be remembered that, about a month ago, the native door-keeper of one of the London Mission Chapels inside the City, was murdered, and that another man, much younger, was found badly wounded, lying near him. This man was taken to the Chinese Hospital in the Shantung road, where, under the care of Dr. Johnston, who undertook the case, he recovered so fast as soon to be considered out of danger. His story was that the door-keeper was murdered, and himself wounded while defending him, by a third person, still undiscovered. It is said that the people employed by the Chobsien to watch him in the hospital, were in the habit of talking to him about the murder, and telling him that as soon as he got well he would be taken before the Tootai and his head cut off. This always seemed to excite and alarm him, and early on the 9th instant, seizing a favourable opportunity while his guards were asleep, he made his escape from the hospital, and has not been re-taken. This escape, coupled with that from the City prison, places the Chobsien in an awkward position personally.

Although the strictest search has been made by the Municipal Police and the Chobsien's officials, throughout both the Settlement and City, no trace of the suspected murderer of the mission chapel doorkeeper, who recently escaped from the Shantung road hospital, has been discovered. So thorough has been the search, that it is now believed the man must have been provided with means to enable him to travel to some distant place. Nothing either has been heard of the criminal who escaped from the Chobsien's prison in the city, some of the lower officials of which are said to have been severely punished.

There are five *Pin-lu* silver furnaces in the Lowza neighbourhood, which find occupation ordinarily in casting Sycee Shoes, but for the past few days they have been, it is said, exclusively used for melting dollars. Dollars were never known to be so cheap at Shanghai, although, say the Chinese, they are always cheap in bad times and dear in times of prosperity. If we may believe native brokers, there is a fair chance of the sign of depressed trade soon disappearing, as they affirm that during the past three days three millions of dollars have been melted down. If by that they mean that a large number have gone to pot during that period, they are probably right.

The correspondence addressed to the Treaty Consuls on the subject of taxation in the Settlement has been printed. The word lekin is a misnomer in the case. It is not only lekin taxation, but taxation of any kind that is illegal. What is really levied, is 2½ per cent. transit duty on imports. Grey Shirtings are charged the same for transit to the Maloo as for transit to Soochow; and this is directly in contravention of the treaty. How a difference can have suggested itself between opium and other goods, we fail to understand. A sentimental difference there may be. But legal difference there is none. Imports are freed, by the mere fact of paying import duty, from further taxation within the limits of the port. Whether the article is called Opium or Orleans, cannot affect its legal status here. It is only when it gets outside that the first is abandoned to the tender mercies of the Chinese, and the second is protected by a treaty stipulation that it shall not be taxed more than 2½ per cent. in transit to its destination in the interior.—*N. C. Daily News.*

A sore made its appearance in the Soochow Creek a little after twelve o'clock on the 19th inst. It washed out the side of a cargo boat belonging to the Shanghai Waterworks Company, caused a water boat to part with both her chains, and swamped several native craft. The wave was about six feet high.

We hear that news from home with respect to silk is again most discouraging, prices being all nominal, and sales almost impossible to effect. A correspondent suggests that the Chinese are looking forward to the finish of the summer heat, when they confidently expect a revival of business among the Continental buyers, upon whose operations they appear to count.

We learn that Sung Pao-hwa, Li Han-chang's factotum, is in the settlement arranging for a journey to Yunnan in company with the well-known Li Chang-jun, and a noted native merchant of Ningpo.

We congratulate the *I-pao* upon the commencement of another lease of its somewhat chequered existence. This unlucky paper, or its proprietor, has had a rough time of it hitherto, and we sincerely wish it all future welfare as we wished it farewell a week ago.

About the middle of the day on the 15th inst., to the surprise of many, but eliciting the congratulations of all, the steamer *Fusiyama* was signalled as being in the river. No inconsiderable energy and skilful direction on the part of the Agents and officers of the Shanghai Steam Navigation Company must have been called in requisition to achieve a result so satisfactory; and we trust that the repairs the steamer requires will be done with equal facility and despatch. We are sorry, however, to learn that she appears to have been very seriously damaged; and though her machinery is all saved, it is very doubtful if her hull will again float as that of a steamer. She was towed down the river from Hen Point to Shanghai by the *Nanking* and *Honan*, the former tugging in front, and the latter alongside.—*Courier and Gazette.*

HANKOW.

There was an absurd report on the 17th inst. that H. M. Consul at Hankow had advised British residents there to arm themselves, and that the Municipal Council had called a meeting to concert measures of defence. We can find just one grain of mustard seed, out of which this large tree may have grown. The seamen of the British men-of-war are now being armed with Martini-Henry rifles instead of Enfields. Commanders of vessels have been authorized to part with the latter to English residents who may wish to buy them. No doubt this has been mentioned by the Commander of the gunboat in port to H. M. Consul, and by him to the residents.—*N. C. Daily News.*

A few mornings ago the *Daily News* mentioned what is justly called "an absurd rumour" to the effect that a sort of panic existed among our friends at Hankow, and that the British Consul had semi-officially, if not officially, warned the residents to hold themselves in a state of readiness to meet any emergency that might arise. We ourselves, so far from disagreeing with our contemporary as to the absurdity of the rumour, considered it so unlikely that we ignored it altogether, and put it down as one of those ante-prandial blunders which are supposed to impart some slight additional zest to a glass of sherry and bitters at the Club. On the 20th inst., however, we received, with some surprise, its full confirmation. A circular was actually sent round to all the residents by Mr. Alabaster calling a council of war,—which was held on Saturday evening (the 14th inst.)—and a rumour got abroad to the effect that some Chinese gunboats were already on their way to Hankow, with a view to making an attack upon the settlement. Of one thing therefore we may be perfectly convinced; there certainly must have been, at the time, occasion for some alarm. Our reason for this belief is simply that Mr. Alabaster would never have taken so serious a step without what appeared to him good cause. A correspondent since informs us that it has been proposed to reorganise the Hankow defence corps in view of Mr. Wade's having gone to the North bearing an ultimatum to the Chinese Government, and that three gentlemen have been chosen as a defence committee to take the matter in hand. Our correspondent ventures an opinion that the step was premature.

Another version that has reached us of the Hankow scuttle is to the effect that the Circular which created such a stir emanated from the Municipal Council.—*Shanghai Courier.*

TIENTSIN.

August 4th.

The numerous readers of the *Daily News* will hear with pain of the sudden and unexpected death of John A. T. Meadows, Esq., of this place, which occurred at his residence on the night of the 2nd instant. The deceased had been complaining for several days previous to his death, of prostration from the heat, which has been excessive; but as he continued to do the active performance of his duties, without interruption, his friends felt no serious concern regarding his health. The immediate cause of his death was an affection of the heart, from which he had been long suffering. His remains were interred in the Tientsin Cemetery at 5 o'clock this morning. The funeral was largely attended, nearly every resident of the port being present. The flags of the various Consulates were worn at half-mast all day yesterday.

On the 31st ultimo, H.B.M.'s gunboat *Mosquito* arrived at this port from Chefoo, conveying Mr. Mayers, Chinese Secretary to the British Legation at Peking; and on the following day His Excellency Mr. Wade, accompanied by Mr. Grosvenor, reached here per steamer *Chihli*.

The arrival of these dignitaries has created a good deal of excitement in official and private circles. Various rumours are afloat respecting Mr. Wade's intended movements. How much is true, and how much fiction, no living man seems to know but Mr. Wade himself, and he does not appear to be willing to tell. It is positively certain that he will remain in Tientsin for some days yet. The arrival of the British Admiral from Japan is expected in a fortnight.

We are in the midst of a terrible heat. The thermometer ranging from 98 degrees to 105 degrees in the shade.—*Correspondent of N. C. Daily News.*

August 7th.

On the 3rd instant, Mr. Wade, H.B.M. Minister, called upon Li Hung-chang, accompanied by Mr. Mayers, Chinese Secretary of Legation. The meeting had been arranged the day previous. Mr. Wade in giving notice of his intended call had requested the Viceroy that he should not be detained at the yamên gate, as is customary in such cases. On Mr. Wade's arrival at the yamên, however, he found the central gate closed as usual. He waited some time, the

but rumour, which always exaggerates and generally misrepresents, points to poison. I hope that, in his next incarnation, Buddha will see that the course pursued by his predecessors was a false one, and that instead of rigidly excluding the crowds of Western worshippers from his holy city, he should encourage them to visit Lhassa, and give the world an opportunity of drinking in the sacred truths of Buddhism from the fountain-head. Perhaps if the institution of Peter's pence were explained to him, he would; and we might have Beale, and Watters, and Alabaster, and other leading Buddhistic lights leading pilgrimages across the Himalayas to deposit their offerings at the foot of the Man God; at any rate, he ought to be told that if his missionaries go converting people all over the world, he ought to take the consequences, and receive the faithful who are thirsting to abuse themselves before him.—*N. C. Daily News.*

YUNNAN.

We have news from Szechuen, which confirms the report from Burmah that the Chinese are assembling troops in Yunnan. The Taotai and the Chentai had marched from Tali-foo at the head of a large force, for Ten-yi-chow, on the frontiers of Burmah, with the avowed intention of fighting the English in case they dared to enter Yunnan. There was considerable excitement in consequence, in the district.

Another correspondent writes: The connivance of the Government of China in the attack on the Yunnan Expedition is now undoubted. It was known here as early as the 10th February, that Mr. Margary was to be the victim of some outrage. It is an affair which the English cannot pass over. They will be obliged to have recourse to arms.—*N. C. Daily News.*

YOKOHAMA.

The wife of Mr. Uyeno, the Japanese Minister in London, will shortly leave for England.

Since February last, Mr. S. Cocking, an English merchant in Yokohama, has presented forty-one pieces of gold-bearing quartz from Australia, and twenty-three pieces of gold bearing quartz produced in Japan, to the Tokio exhibition.

The Yokohama Gas Works have been transferred by Takashimaya Kayemon to the Machiguisho. The agreement entered into by Takashimaya Kayemon for lighting the streets of the settlement will henceforward be carried out by the Machiguisho.

The M. B. S. S. *Acantha*, Captain Ward, on her last trip to Kobe, sighted a pilot schooner on the rocks, close to Simoda, with both masts carried away and signals of distress flying. Captain Ward with his usual promptitude immediately went to the assistance of the distressed craft and found two foreigners on board who asked him what he would take to tow the boat into Simoda. Captain Ward told them he would take them in tow for $50, which offer was gladly accepted.

On the 11th instant an accident happened to the yacht *Torment*, lying in the English Hatoba. About half-past seven o'clock, the steam launch of the Italian corvette *Vittor Pisani* was towing one of the ship's boats to the Hatoba, and, casting her adrift outside, put her helm a starboard to get out of the way of the boat, and thereby ran into the *Torment*, striking her rather heavily. The damage, however, is not so great as might have been supposed. The covering-board, which is hard wood, is cut about half through, and the rail is splintered, but, with these exceptions, there is no perceptible damage, though the shock may have strained the planking. But this is hardly likely, because had it done so, the yacht would have made a considerable quantity of water. As it is she is not at all leaky, the covering board and rail will, no doubt, have been by this time repaired, the Captain of the *Vittor Pisani* having offered to send carpenters to execute the repair this morning.

The unpropitious weather of the past few days culminated on the night of the 10th inst. in a heavy storm of wind and rain. At intervals during the night the wind blew with great violence from the Southward and Eastward, causing considerable damage to several houses on the Bluff and in the Settlement. The most serious accident which occurred was at Mr. Rothmund's furniture depôt, No. 83. About half-past five o'clock this morning, when the fury of the gale was almost spent, a chimney at the side of the house fell with a crash, taking away part of the building right to the foundation. The chimney at the opposite side of the house was much shaken, and will no doubt need to be rebuilt; there are numerous large cracks in the masonry both on the inside and out. There is no doubt that the heavy rain accelerated the catastrophe, by softening the plaster and mortar, so that the chimneys, which are built of stone, could not resist the action of the wind. So great was the damage caused to the building that the store has been closed pending repairs. A gentleman sleeping in a room upstairs was close to the fissure caused by the fall of the masonry and was, as may be expected, roughly awakened and rather alarmed. Amongst other accidents, part of the stone cornice of the portico of Dr. Eldridge's house on Lot No. 28 fell about twelve o'clock; the Public Gardens on the Bluff suffered severely, numerous plants being broken and a grotto or summer-house blown down. The General Hospital, though almost unhurt by the wind, was somewhat damaged by the rain which penetrated into all the wards and private rooms through the roof, and dripped from the ceiling, some of the patients being even driven to the extremity of moving their bedsteads. Several houses on the Western Bluff were also slightly damaged, but not very seriously. The roof of an outhouse over a well in the rear of the Travellers' Club, No. 31, was blown off, and a number of tiles fell down the well, carrying away the wooden combings. A godown close by also sustained slight injuries. —*Japan Gazette.*

NAGASAKI.

August 1st.

The progress of the Takashima mines is extending as rapidly as could be expected when the combined energies of Europeans and Japanese are interested; and where it seems to be the aim of the latter to persist in doing things their own way, after carefully ascertaining the views of the foreigner with whom they are supposed to be working in concert. Perhaps the wishes of the latter may not coincide with those of their *confrères* of Japan, but that is immaterial. Suppose the undertaking is a Government one, where the Government is the sole party interested, this system of management may work most cordially, as long as the intelligent foreigner gives his advice; calmly sees it ignored; sensibly takes it all in good part; is content with the liberal salary which has been secured to him for the period of his services; and is not too inquisitive about appropriation of funds. But when native self opinion interferes with projects in which European capital is interested, then comes a clash, and troubles arise in which a general muddle of affairs is experienced. This is probably somewhat the position, at this time, in the little island of Takashima. Meanwhile another coal working has been opened by an opposition company of Japanese, and our local steam tug the *Border Chief* has been engaged in towing up junks laden with the products.

It may be worth while mentioning that Mitchell's Dock is not yet finished. However it is a mere question of time and money; and bets are offered as to which will be finished first—this laudable undertaking, or the Government one of a similar kind on the opposite shore. The sound of an occasional blast—or as miners say "shot"—being fired, keeps the police on the *qui vive* that something is actually going on there; and if one can only stop here *long enough*, and exist until the time comes, the scene of the Mikado doing the needful in the opening will be well worth the weary years of waiting.—*Japan Gazette.*

YEDO.

We read in the *Nichin Shinjishi* that the government being about to make changes in the land taxes throughout the country, officers are being despatched in every direction upon this business.

The *Nichin Shinjishi* notices the decreasing use of meat among the lower classes of Yedo. This we presume is only a temporary abstinence, due no doubt to "hard times," to the prevailing heat or to both these causes.

A notification from the Prime Minister announces that Mr. Blakiston, of Hakodate, having issued notes of land payable on demand for circulation throughout the Empire without Government authorisation, the same are not permitted to pass current and may not be received or paid away as money.

At four o'clock on the morning of the 14th inst., a fire broke out in a Japanese tea-house in the rear of Irifunecho, Tsukiji, Yedo, which quickly extended to the adjoining houses. The wind being light, and in a favourable direction, the damage done was limited to the destruction of the houses at the corner, which comprised a Chinese exchange, an Aerated Water Manufactory, and the store occupied by M. Joseph Ruel, the goodwill and stock of which he had recently purchased of M. Louis Candelier. The width of the street, and the fact of Chinese tenements being bounded by a canal, alone prevented the extension of the fire. As it was, the butchery of Messrs. Hall & Co. was endangered by sparks, but fortunately escaped without injury. No fire engine was on the spot, but only the native hand squirts. The carbonized water in the crating machinery might have been used to effect; but no one seems to have thought of that impromptu *extinguisher*. Mr. Ruel is uninsured and general sympathy is felt with him. —*Japan Mail.*

Two hundred and fifty thousand tans have been sold in one wholesale shop in Tokio during the past twenty days.

Mr. Kuroda, *Kaitaku Chokuwan* (Chief of the Agricultural Department) will shortly start for Yezo to take over the Kurile Islands in exchange for Saghalien.

Thirteen students of the Tokio *Kaisei Gakko* are to be sent to complete their course of study in foreign lands. Nine will go to America, two to France, and two to Germany.

It is reported that the Mitsui bank is in difficulties. A few days ago, the principal agents of the bank held a meeting, and talked of dismissing many agents and of closing all the branch offices in the various *Kun*.—*Hochi Shinbun.*

A large merchant, well-known in Tokio, closed his establishment on the 14th inst. Some say that he was compelled to pay *yen* 100,000 to the *Kaitakushi* (Agricultural Department) where he had an appointment; and that he could not raise the amount except by the sale of all his property.

On the 6th instant a meeting of the directors of the Mitsui Bank was held. It was then decided to raise the sum of three million *yen* as a capital, on which to secure the position of the bank. Of this sum *yen* 2,500,000 is to be subscribed by the original proprietors, and the balance of *yen* 500,000 will be offered for public subscription.

In consequence of the heavy rain of the 10th inst., the water has risen in Tokio and its vicinity and inflicted more or less injury. Every river rose to a height of three or four feet more than ever has been known before, and the Sumida-gawa destroyed the bridge of Riogoku, which is now repairing. The river Rokugo has broken its banks and the water has overflowed about thirty-five *cho* of rice-fields and carried away ten houses.

Nishimura, a merchant of Tokio, has built at Nishi-moto-machi a large factory intended for the weaving of clothing without seams. Only women are to be employed in this establishment; and already upwards of fifty Japanese girls are regularly apprenticed to the business. Mr. Nishimura has ordered a number of machines in Europe, and as soon as they arrive he will extend his operations to European manners of weaving, and to the manufacture of silken stuffs in the European style.

The *Nichi-nichi-Shinbun* affirms that Saigo Takamori, Okubo-Toshimitsu, and seven other nobles of the Kagoshima-*han* have been in receipt, since the revolutionary war, of annual allowances of rice, varying from 150 to 2,000 *koku*, in consideration of their services. The recipients of these donations wished to return them to the government, which, however, refused the refund. So, having resolved to devote their public rewards to the benefit of their country, these gentlemen combined to establish with the proceeds realised by the sale of the rice a military school where young men might be educated for the army. From among the pupils recently received into the new college thus formed three have been selected to proceed to Europe to study languages and modern science. They will leave Japan very shortly.

The following letter dated the 15th May, 1875, on the subject of the silkworm *cartons* exported hence to Italy has been received from a Japanese gentleman resident in Rome, and was published in the *Nichi Nichi Shinbun*. "The price of the Japanese *cartons* in Italy is very low this year. The number of the importations into Italy and France last year amounted to about 1,300,000 *cartons*. Nearly half of those, or 700,000 in number were sold at an average price of one franc each. There are very few purchasers for the remainder, and when the eggs begin to hatch, they can only be thrown away. The cause of the absence of purchasers, an absence never felt before, is said to arise from the price of the Japanese cards having greatly increased of late and their quality having deteriorated, while the second product of former importations of Japanese seed into Italy was very good. Under the microscope the disease, now prevalent in Italy for some years past, is found to be disappearing. It is the intention this year to examine and decide whether the Japanese or the Italian seed is superior. If the latter is found to be better than the former, the importations from Japan will greatly decrease. One report says that this year from 300,000 to 400,000 *cartons*, will be enough to import into both Italy and France."—*Japan Gazette.*

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YARROW & Co.
(late YARROW & HENDRY,) Engineers and Shipbuilders, Isle of Dogs, Poplar, London.
Prospectuses may be obtained at the Office of this Journal. [995 1111 July 17

OAKEY and SON'S EMERY and BLACK LEAD MILLS,
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 6d. each; 1lb., 1s.; 2s. 6d., & 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL).
For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS Sold everywhere by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. 523 51 Jan. 9

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"MENELAUS"

will be despatched at Noon TO-DAY, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1277 Hongkong, 27th August, 1875.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"DIOMED,"

will be despatched TO-MORROW MORNING, the 29th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1296 Hongkong, 27th August, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place TO-MORROW, the 29th inst., at daylight.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th August, 1875. [1263

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI and HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR"

will leave for the above place TO-MORROW, the 29th inst., at daylight.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th August, 1875. [1263

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain Barnie, will be despatched for the above Ports TO-MORROW, the 29th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
5d 1303 Hongkong, 24th August, 1875.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"ORESTES"

will be despatched on or about the 31st instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1309 Hongkong, 25th August, 1875.

FOR BANGKOK.

THE Steamship

"DANUBE,"

Captain Clanchy, will be despatched for the above Port on TUESDAY, the 31st instant, at 5 P.M.

For Freight or Passage, apply to
YUEN FAT HONG.
7d 1318 Hongkong, 25th August, 1875.

FOR SAIGON.

THE British Steamer

"DANUBE,"

Captain Clanchy, will leave for the above Port on TUESDAY, the 31st instant, at 5 P.M.

For Freight or Passage, apply to
SOEY SHING,
Bonham Strand.
6d 1314 Hongkong, 26th August, 1875.

FOR MANILA. (*Direct.*)

THE Spanish Steamer

"PANAY,"

Goyenechea, Master, will have an immediate despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.
1304 Hongkong, 24th August, 1875.

FOR SYDNEY, *via* MELBOURNE.

THE A 1 British Barque

"CORINNE"

will have quick despatch for the above Ports. For Freight, apply to

B. DAVIES.
1316 Hongkong, 27th August, 1875.

FOR MANILA. (*Direct.*)

THE A 1 Spanish Schooner

"UNION,"

Captain Echevaria, will have immediate despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.
1223 Hongkong, 9th August, 1875.

FOR LONDON.

THE A-1 17 years British Barque

"ADA,"

Captain Asala, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1208 Hongkong, 5th August, 1875.

FOR NEW YORK.

THE A 1 13 years British Bark

"FAITH,"

D. Lloyd, Master, will load here and at Whampoa, and will have quick despatch for the above Port. For Freight, apply to
VOGEL, HAGEDORN & Co.
1095 Hongkong, 13th July, 1875.

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Horningham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

"Remaining Gentlemen, yours very respectfully, L. S."

"To the Proprietors of HOLLOWAY'S OINTMENT AND PILLS, London." [1295 1285 Aug. 21

CAUTION.

J. & F. MARTELL'S BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers.

1s. 10 Jan 9] MARTELL & Co.

KEATING'S COUGH LOZENGES.—This UNIVERSAL REMEDY now stands the first in public favour and confidence. For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution.

KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is specially adapted for children. Sold in Bottles by all Chemists.

THOMAS KEATING, London, Export Chemist, and
69 1032] Druggist. [July 8

FRAUD.

ON the 27th June, 1866, MOTILEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS' RIGOROUS IMPRISONMENT; and on the 30th of the same month, for SELLING SPURIOUS ARTICLES bearing Labels in imitation of Messrs. CROSSE & BLACKWELL, Shaik Bachoo was sentenced, by the Suburban Magistrate at Scaldah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one *selling spurious sauces under* Crosse & Blackwell's name, will be liable to the same punishment, and will be rigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in China. [1295 601 July 3

Vessels on the Berth.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*MALWA*," Captain TOMLIN, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 28th August, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 27th August.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

* A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness of such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 16th August, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND
ATLANTIC STEAMERS.

THE S. S. *OCEANIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 1st September, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st Instant. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, August 2nd, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 4th September, 1875, at noon, the Company's Steamship "*MEIKONG*," Commandant MOURIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd September, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 23rd August, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE Extra S. S. "*COLORADO*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 8th September, at 3 P.M., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe VIA OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 7th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B EMORY,
Acting Agent.
1296 Hongkong, 23rd August, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*GREAT REPUBLIC*" will leave Hongkong for San Francisco, *via* Yokohama, on WEDNESDAY, the 15th September, at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4